





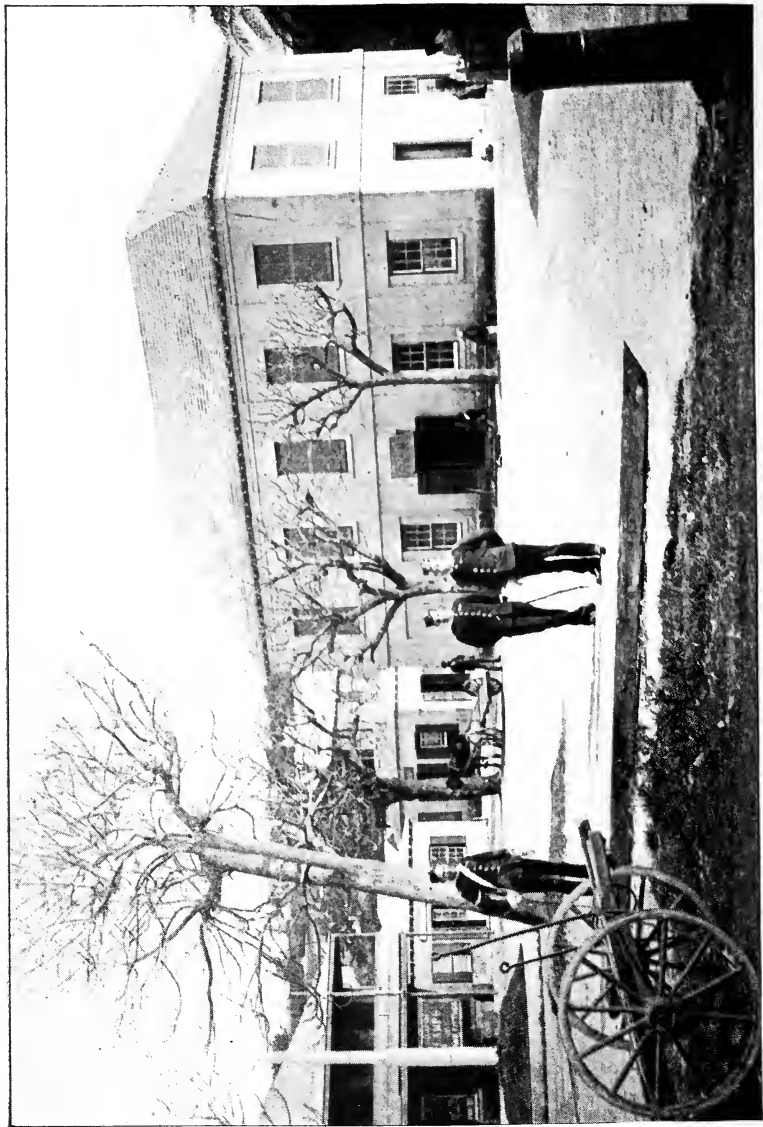
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ST. GEORGE'S MARKET PLACE.

STARK'S

ILLUSTRATED

BERMUDA GUIDE:

CONTAINING

A DESCRIPTION OF EVERYTHING ON OR ABOUT THESE PLACES
OF WHICH THE VISITOR OR RESIDENT MAY
DESIRE INFORMATION,

INCLUDING THEIR

HISTORY, INHABITANTS, CLIMATE, AGRICULTURE,
GEOLOGY, GOVERNMENT
AND RESOURCES.

Fully Illustrated

WITH MAPS, ENGRAVINGS AND PHOTO-PRINTS.

BY

JAMES H. STARK

BOSTON

JAMES H. STARK, PUBLISHER

17 MILK STREET

LONDON

SAMPSON LOW, MARSTON & COMPANY, LIMITED

B E R M U D A

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Plimpton Press

H. M. PLIMPTON & CO., PRINTERS & BINDERS,
NORWOOD, MASS., U.S.A.

P R E F A C E.

In presenting this Guide Book to the public the compiler has been actuated by the desire of introducing to the notice of those unacquainted with the Bermuda Islands, some of the many attractions to be found there, how to reach the islands, their resources and productions; the best houses of entertainment for those seeking a quiet, winter home; a brief history of the discovery and settlement of the islands; the manners and customs of the inhabitants, and a complete index and guide to all points of interest in Bermuda.

Every work that it was possible to obtain on this subject has been consulted, and the information contained therein embodied in this work, much of the matter is compiled from such authorities as Smith's "General Historie of Virginia, New England and the Summer Iles;" "Memorials of the Discovery and Early Settlement of the Bermudas," by Sir J. H. Lefroy; "Bermuda, Past and Present," by John Ogilvy; "The Visitor's Guide to Bermuda," by J. Matthew Jones; "The Bermuda Almanack," and many other works too numerous to mention.

This work is not intended as a history, although it contains several valuable articles that will be found of great historical interest and value.

The author was led to publish this work, after his return from a brief visit to Bermuda, during the winter season, and although he had seen many lovely spots in his travels, yet the glorious beauty of these islands was a revelation to him. The many hills clothed in perpetual verdure, set in a transparent sea, the great profusion of flowers, and, as far as the eye could reach, one stretch of unbroken bloom and verdure were unsurpassed. Here rose the tall shaft of a stately palm, there the spreading fans of the palmetto, and the slender spires of the swaying bamboo, with many other tropical trees and shrubs. Now you drive over a hard smooth road, winding through the most picturesque scenery, and every new view that bursts upon you is a surprise. It is needless to say more, only that the writer hopes to visit Bermuda again, the quiet restful life, the wondrous beauty of a land so different to the one we northerners inhabit, all make such a welcome change from our busy life at home.

James H. Stark
Savin Hill.
Dorchester
Boston.



James H Stark

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STARK'S ILLUSTRATED BERMUDA GUIDE.

CHAPTER I.

GENERAL DESCRIPTION.

The singular collection of islands known as Bermuda or the Bermudas, are situated about seven hundred miles from New York in a southeast direction, and about the same distance from Florida, or from Bermuda to Cape Hatteras — the nearest land — the distance is 625 miles.

Within forty-five hours' sail from New York it is hardly possible to find so complete a change in government, climate, scenery and vegetation, as Bermuda offers, and yet these islands are strangely unfamiliar to most well-informed Americans.

Speaking our own language, having the same origin, with manners, which in many ways illustrate those prevalent in New England a century ago, the people are bound to us by many natural ties, and it is only now that these islands, having come to the front as a winter resort, have led us to inquire into their history and resources. Settled in 1612, Virginia only of the English colonies outdating it, life in Bermuda has been as placid as

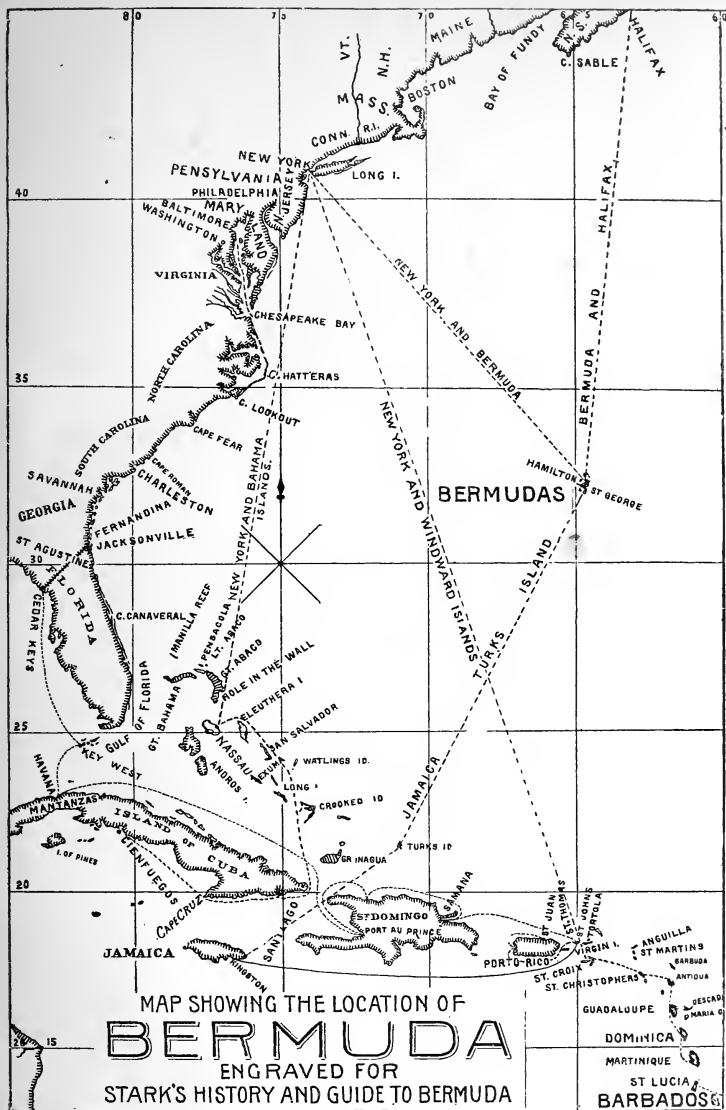
its lovely waters on a summer day; no agitation of sufficient occurrence having occurred to attract the attention of the outside world, from which it is so absolutely isolated.

For more than a quarter of a century the Quebec Steamship Company has maintained regular communications between New York and Bermuda. As the charming nature of the islands became known travel grew, and the size of the steamers and the frequency of their sailings have been increased, until now the service is performed by the highest class steamships every Wednesday and Saturday during the tourist season, making the voyage to Bermuda in forty-five hours, with but two nights at sea. The *Oceana* is 8,000 tons, and *Bermudian* 5,530 tons. These steamers are fitted with bilge keels to prevent rolling, and with a system of wireless telegraphy. The Royal Mail Steam Packet Company inaugurated a new service to Bermuda in 1910. The steamship *Orotava* was placed on this line, sailing from New York every Wednesday. This vessel is 6,000 tons and fitted with every modern convenience.

The officers and men connected with these companies are kind and courteous, and passengers can depend on receiving the best of attention.

The fare on both lines, including meals and state-room berths for the round trip, are from \$30.00 to \$100.00. Tickets are good to return for six months.

Pickford and Black have a fortnightly service between Halifax, Bermuda, Caribbee Islands and Demerara.

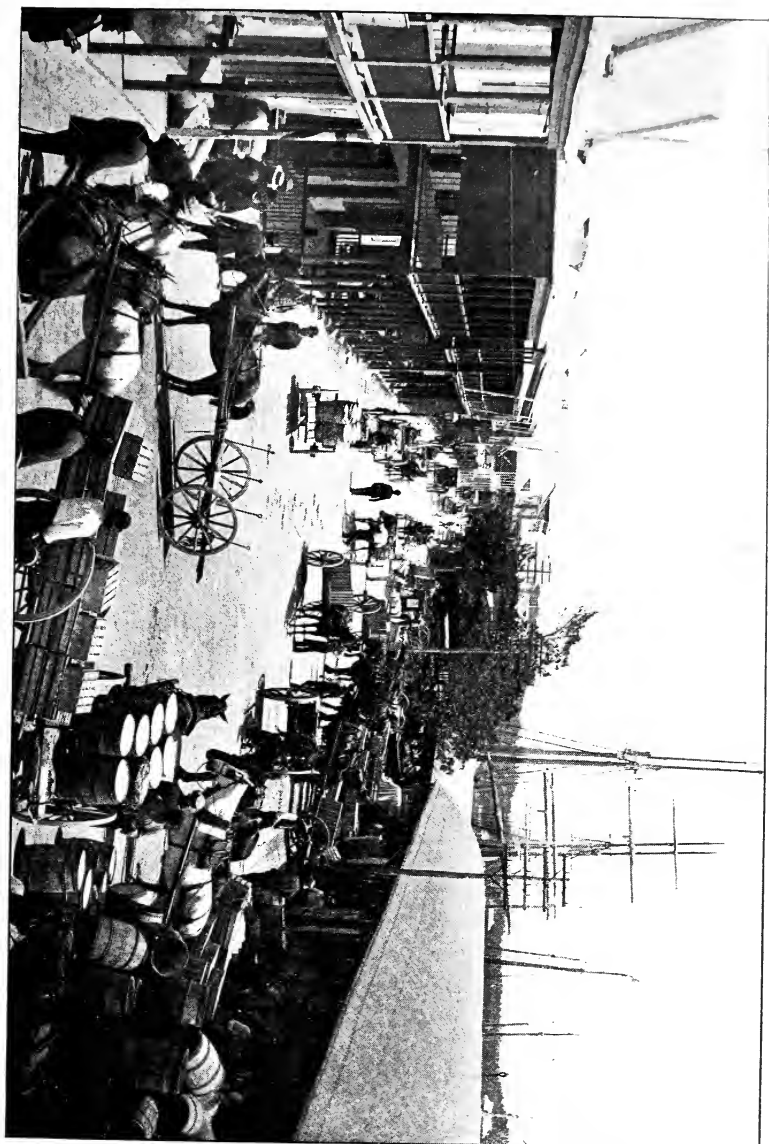


In addition to these vessels, the Elder Dempster steamers occasionally stop here on their way to Jamaica, and there are also direct steamers from London and other ports, and by these goods from England are usually and conveniently dispatched. A submarine telegraph connects Bermuda with Halifax and other connecting points.

We sailed from New York in the month of January in the Bermudian, and it was certainly a striking change in the scenes that our voyage of forty-eight hours brought to us. When we left New York, the ground white with snow and a raw northeast wind blowing, and on Sunday morning at sunrise we were floating on a glassy, tropic sea close to the islands. The negro pilot comes out and scrambles up on deck and we thread our way through the narrow passage between the coral reefs, skirting the whole length of the islands, to the opening into Hamilton harbor.

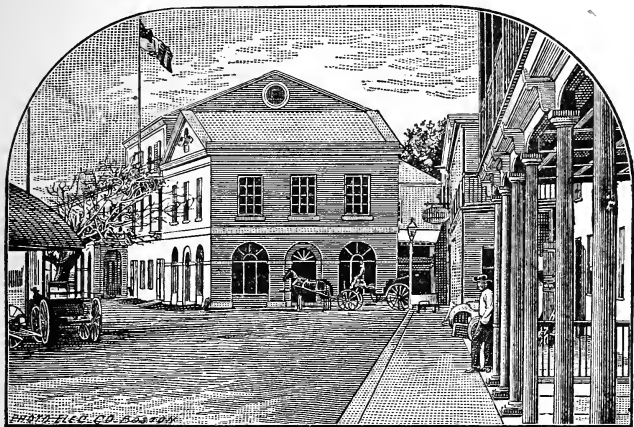
The delight of reaching land is intensified by the beauties which are spread out on every hand. The wonderful transparency of the water, the numerous islands, making new pictures at every turn, the shifting light on the hills, the flowers, which almost hide the houses that peep out here and there from their bowers, make up a scene as rare as it is beautiful. The scenery presented was a strange combination of tropic and northern aspects, dense woods of cedar cover all the islands, and at times one would be willing to stake their life they were sailing by the shores of Cape Ann or were in Casco Bay or at Mt. Desert, but the white gleam of the Spanish looking houses, the waving plumes of a

FRONT STREET.





palm here and there, and the transparent color of the water beneath would contradict the statement at every turn. Tropic, indeed, in one sense, these islands are. No frost ever visits them. The palm, banana, orange, lemon, paw-paw, India rubber tree, with a profusion of flowers and vines,



U. S. CONSULATE, FRONT STREET.

only seen in our northern greenhouses, flourish here. And so, making our way slowly through the labyrinth of islands, a sudden turn brings us into the pretty, land-locked harbor of Hamilton, which is the capital and principal town of Bermuda.

The arrival of the steamer has been heralded by the customary signals—a flag from the Government house at Mt. Langton. The news has been telegraphed all over the island, and the crowd of people on the wharf indicates the interest attached to the

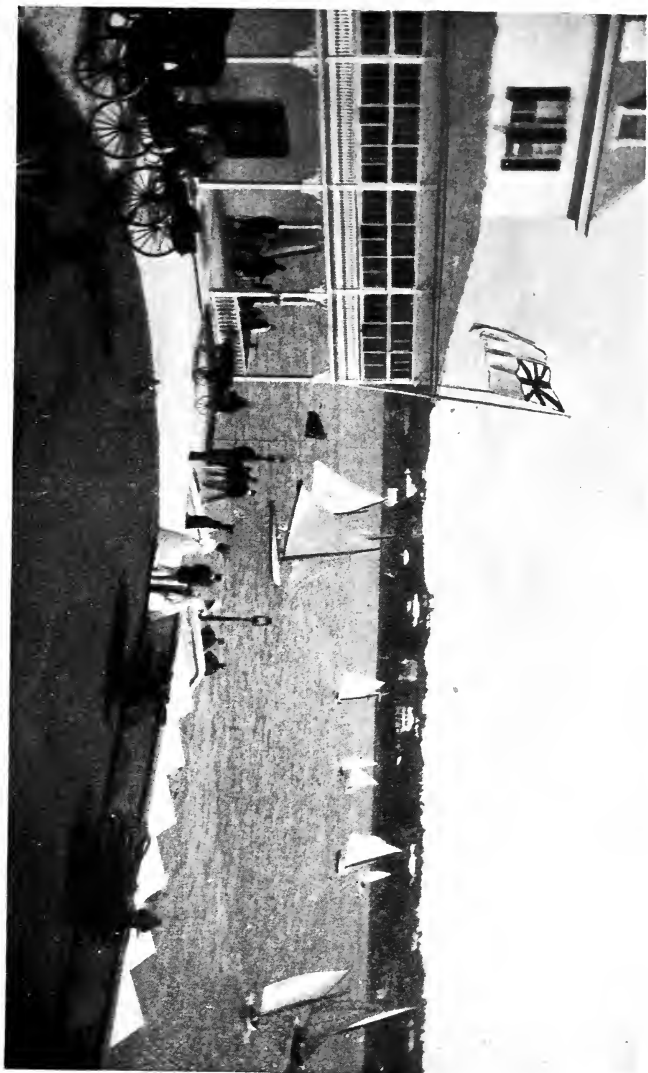
arrival of the steamer. The majority of the people collected there are colored, with a sprinkling of men well-to-do and English in appearance, while the presence of the British soldier suggests the fact that this is one of England's strongholds.

The steamer comes to just opposite Front street, which is the principal business street of the town. A long, shed-like structure, built of corrugated iron, stretches along the wharf, affording a comfortable shelter for men, boys and freight. The street is bordered by Pride-of-India trees, affording an agreeable shade on one side, while stores with verandas in front, unpretending in appearance, border the other side. The streets are hard, smooth, and white, made of the coral rock which abounds everywhere and of which the islands are composed.

There are several good hotels in the town, the best are the Hamilton and Princess; they are equal to the average first-class summer hotels found in the States.

The Hamilton was built and opened in 1852 by the Corporation of the town of Hamilton. It has been enlarged several times since it was built, the last additions being made in 1908 and 1909. It now has accommodations for 600 persons. It is owned by the Hamilton Hotel Co., composed principally of Bermudian merchants.

The hotel is situated on a high hill overlooking the town and commanding a view of the harbor and surrounding country. Long verandas stretch across the front from which one obtains delightful views of the hills beyond, clothed with cedar and dotted with white houses.



YACHT RACE FROM THE PRINCESS HOTEL.

The Hamilton Hotel is built of stone in a most substantial style, the sanitary arrangements are perfect, and in spite of the mildness of the weather there is steam heat provided for the dining-rooms and halls, so that guests need suffer no inconvenience on the few rainy days. Fireplaces are also to be found in the most desirable rooms. The grounds surrounding this fine house are elegantly laid out, and there is provision for all sorts of sport, including tennis and croquet. An orchestra plays daily during the season, giving morning concerts, besides providing the music for dancing in the evening. The house is open from December until May, and the building, cuisine and attendance are the best found in the West Indies and equal to those of other houses in less isolated portions of the world.

The Princess was built in 1884, entirely of wood, and is the only wooden building of any size on the islands. It is situated on the shore of Hamilton Harbor, and has over 400 feet of broad piazza overlooking the harbor and surrounding country.

It has every convenience for yachting, canoeing and sea bathing, and is but a few minutes walk from the city shops and churches, etc. Messrs. Howe & Tworoger are the proprietors.

There are several other good hotels in town that are not so expensive as the Hamilton or Princess, such as the American House and the Hotel Imperial, both on Church street, nearly opposite the Hamilton, and the Windsor Hotel on Queen street, between the Hamilton and the steamship landing.

The St. George Hotel is the principal hotel in the town of St. George. Parties visiting there will be delighted with the quaint old town. The hotel was only recently built and contains all the modern conveniences. Its position on the hill commands one of the finest views in Bermuda, the ocean, harbor, and inland scenery.

There are a number of private boarding houses in Hamilton, one of the best is the Victoria Lodge, in the rear of the Hamilton House, fronting Victoria Park.

The rates at the hotels are about the same as similar accommodation would cost in the States. From \$3 to \$4 per day in the larger hotels, and from \$2 to \$2.50 in the smaller ones, and lesser rates, if by the week or the season.

CHAPTER II.

HISTORY.

The Bermudas were first discovered in 1515 by a Spanish vessel, called *La Garza*, on a voyage from Spain to Cuba, with a cargo of hogs, and commanded by Juan Bermudez, and having on board Gonzalez Oviedo, the historian of the Indies, to whom we are indebted for the first account of these islands. They approached near to the islands and from the appearance of the place concluded that it was uninhabited. They resolved to send a boat ashore to make observations, and leave a few hogs which might breed and be afterwards useful. When, however, they were preparing to debark a strong contrary gale arose which obliged them to sheer off and be content with the view already obtained. The islands were named by the Spaniards indifferently, *La Garza* from the ship and *Bermuda* from the captain, but the former term is long since disused.

It does not appear that the Spaniards made any attempt to settle there, although Philip II. granted the islands to one Ferdinand Camelo, a Portuguese, who never improved his gift, beyond taking posses-

sion by the form of landing in 1543, and carving on a prominent cliff on the southern shore of the island the initials of his name and the year, to which, in conformity with the practical zeal of the times, he superadded a cross, to protect his acquisition from the encroachments of roving heretics and the devil, for the stormy seas and dangerous reefs gave rise to so many disasters as to render the group exceedingly formidable in the eyes of the most experienced navigators. It was even invested in their imagination with superstitious terrors, being considered as unapproachable by man, and given up in full dominion to the spirits of darkness. The Spaniards therefore called them "Los Diabolos," the Devil's Islands.

These islands were first introduced to the notice of the English by a dreadful shipwreck. In 1591 Henry May sailed to the East Indies along with Captain Lancaster, on a buccaneering expedition. Having reached the coast of Sumatra and Malacca, they scoured the adjacent seas, and made some valuable captures. In 1593 they again doubled the Cape of Good Hope and returned to the West Indies for supplies which they much needed. They first came in sight of Trinidad but did not dare to approach a coast which was in possession of the Spaniards, and their distress became so great that it was with the utmost difficulty that the men could be prevented from leaving the ship. They shortly afterwards fell in with a French buccaneer commanded by La Barbotiere, who kindly relieved their wants by a gift of bread and provisions. Their stores were soon again

exhausted, and, coming across the French ship the second time, application was made to the French captain for more supplies, but he declared that his own stock was so much reduced that he could spare but little, but the sailors persuaded themselves that the Frenchman's scarcity was feigned, and also that May, who conducted the negotiations, was regaling himself with good cheer on board without any trouble about their distress. Among these men, inured to bold and desperate deeds, a company was formed to seize the French pinnace, and then to capture the large vessel with its aid. They succeeded in their first object, but the French captain, who observed their actions, sailed away at full speed, and May, who was dining with him on board at the time, requested that he might stay and return home on the vessel, so that he could inform his employers of the events of the voyage, and the unruly behavior of the crew. As they approached Bermuda, strict watch was kept while they supposed themselves to be near that dreaded spot, but when the pilot declared that they were twelve leagues south of it, they threw aside all care and gave themselves up to carousing. Amid their jollity, about midnight, the ship struck, with such violence that she immediately filled and sank. They had only a small boat, to which they attached a hastily constructed raft to be towed along with it, room, however, was made for only twenty six while the crew exceeded fifty. In the wild and desperate struggle for existence that ensued, May fortunately got into the boat. They had

to beat about nearly all the next day, dragging the raft after them, and it was almost dark before they reached the shore ; they were tormented with thirst, and had nearly despaired of finding a drop of water when some was discovered in a rock where the rain waters had collected.

The land was covered with one unbroken forest of cedar, here they would have to remain for life unless a vessel could be constructed. They made a voyage to the wreck and secured the shrouds, tackles and carpenters' tools, and then began to cut down the cedars, with which they constructed a vessel of eighteen tons, for pitch they took lime, rendered adhesive by a mixture of turtle oil, and forced it into the seams, where it became hard as stone.

During a residence of five months here May had observed that Bermuda, hitherto supposed to be a single island, was broken up into a number of islands of different sizes, enclosing many fine bays, and forming good harbors. The vessel being finished they set sail for Newfoundland, expecting to meet fishing vessels there, on which they could obtain passage to Europe. On the 11th of May they found themselves with joy clear of the islands ; they had a very favorable voyage, and on the 20th arrived at Cape Breton. May arrived in England in August, 1594, where he gave a description of the islands ; he stated that they found hogs running wild all over the islands, which proves that this was not the first landing made there.

It was owing to a shipwreck that Bermuda again came under the view of the English, and that led England to appropriate these islands.

In 1609, during the most active period of the colonization of Virginia, an expedition of nine ships, commanded by Sir Thomas Gates, Sir George Somers and Captain Newport, bound for Virginia, was dispersed by a great storm. One of the vessels, the *Sea Adventure*, in which was Gates, Somers and Newport, seems to have been involved in the thickest of the tempest. The vessel sprung a leak, which it was found impossible to stop. All hands labored at the pumps for life, even the governor and admiral took their turns, and gentlemen who had never had an hour's hard work in their life toiled with the rest. The water continued to gain on them, and when about to give up in despair, *Sir George Somers, who had been watching at the poop day and night, cried out land, and there in the early dawn of morning could be seen the welcome sight of land. Fortunately they lighted on the only secure entrance through the reefs, the vessel was run ashore and wedged between two rocks, and thereby was preserved from sinking till by means of a boat and skiff the whole crew of one hundred and fifty, provisions, tackle and stores, reached the land. At that time the hogs still abounded, and these, with

* The portrait of Admiral Sir George Somers is from a copy obtained by General Sir J. H. Lefroy, (late Governor of Bermuda), from Miss Bellamy, of Plymouth, who inherited the original from her ancestor, Dr. Bellamy, M. D., who was connected with the Somers family.



SIR GEORGE SOMERS

the turtle, birds and fish which they caught, afforded excellent food for the castaways. The Isle of Devils, Sir George Somers and party found "the richest, healthfulest and pleasantest" they ever saw.

Robert Walsingham and Henry Shelly discovered two bays abounding in excellent fish: these bays are still called by their names. Gates and Somers caused the long boat to be decked over and sent Raven, the mate, with eight men, to Virginia to bring assistance to them, but nothing was ever heard of them afterwards, and after waiting six months all hopes were then given up. The chiefs of the expedition then determined to build two vessels of cedar, one of eighty tons and one of thirty. Their utmost exertions, however, did not prevent disturbances, which nearly baffled the enterprise, these were fomented by persons noted for their religious zeal, of puritan principles and the accompanying spirit of independence. They represented that the recent disaster had dissolved the authority of the governor, and their business was now to provide, as they best could, for themselves and their families. They had come out in search of an easy and plentiful subsistence, which could no where be found in greater perfection and security than here, while in Virginia its attainment was not only doubtful, but attended with many hardships. These arguments were so convincing with the larger number of the men that, had it rested with them, they would have lived and died on the islands

Two successive conspiracies were formed by large parties to separate from the rest, and form a colony. Both were defeated by the vigilance of Gates, who allowed the ringleaders to escape with a slight punishment. This lenity only emboldened the malcontents and a third plot was formed to seize the stores and take entire possession of the islands. It was determined to make an example of one of the leaders named Payne; he was condemned to be hanged, but, on the plea of being a gentleman, his sentence was commuted into that of being shot, which was immediately done. This had a salutary effect, and prevented any further trouble.

Two children, a boy and girl, were born during this period, the former was christened Bermudas and the latter Bermuda, they were probably the first human beings born on these islands.

Before leaving the islands, Gates caused a cross to be made of the wood saved from the wreck of his ship, which he secured to a large cedar, a silver coin with the king's head was placed in the middle of it, together with an inscription on a copper plate describing what had happened.—That the cross was the remains of a ship of 300 tons, called the *Sea Venture*, bound with eight more to Virginia; that she contained two knights, Sir Thomas Gates, governor of the colony and Sir George Summers, admiral of the seas, who, together with her captain, Christopher Newport, and 150 mariners and passengers besides, had got safe ashore, when she was lost 28 July, 1609.

On the 10th of May, 1610, they sailed with a fair wind, and, before reaching the open sea, they struck on a rock and were nearly wrecked the second time. On the 23d they arrived safely at Jamestown. This settlement they found in a most destitute condition on their arrival, and it was determined to abandon the place, but Sir George Somers "whose noble mind ever regarded the general good more than his own ends," offered to undertake a voyage to the Bermudas for the purpose of forming a settlement, from which supplies might be obtained for the Jamestown colony. He accordingly sailed June 19th, in his cedar vessel, and his name was then given to the islands, though Bermuda has since prevailed.

Contrary winds and storms carried him to the northward, to the vicinity of Cape Cod. Somers persevered and reached the islands, but age, anxiety and exertion contributed to produce his end. Perceiving the approach of death, he exhorted his companions to continue their exertions for the benefit of the plantations, and to return to Virginia. Alarmed at the untimely fate of their leader, the colonists embalmed his body, and, disregarding his dying injunction, sailed for England. Three only of the men volunteered to remain, and for some time after their companions left they continued to cultivate the soil, but unfortunately they found some ambergris, and they fell into innumerable quarrels respecting its possession. They at length resolved to build a boat and sail for Newfoundland with their prize,

but, happily for them, they were prevented by the arrival of a ship from Europe. An extraordinary interest was excited in England, by the relation of Captain Mathew Somers, the nephew and heir of Sir George. The usual exaggerations were published, and public impressions were heightened by contrast with the dark ideas formerly prevalent concerning these islands. A charter was obtained of King James I., and one hundred and twenty gentlemen detached themselves from the Virginia company, and formed a company under the name and style of the Governor and Company of the City of London, for the plantation of the Somer Islands.

On the 28th of April, 1612, the first ship was sent out with sixty emigrants, under the charge of Richard Moore, who was appointed the governor of the colony. They met the boat containing the three men left on the island, who were overjoyed at seeing the ship, and conducted her into the harbor. It was not long before intelligence of the discovery of the ambergris reached the governor, he promptly deprived the three men of it. One of them named Chard, who denied all knowledge of it, and caused considerable disturbance, which at one time seemed likely to result in a sanguinary encounter, was condemned to be hanged, and was only reprieved when on the ladder.

The governor now applied himself actively to his duties. He had originally landed on Smith's Islands, but he soon removed to the spot where St. George's now stands, and built the town which was named



SCREW PALMS, ST. GEORGE'S PARK.

after Sir George Somers, and which became, and remained for two centuries, the capital of Bermuda. He laid the foundation of eight or nine forts, for the defence of the harbor, and also trained the men to arms, in order that they might defend the infant colony from attack. This proved necessary, for, in 1614, two Spanish ships attempted to enter the harbor; the forts were promptly manned and two shots fired at the enemy, who, finding them better prepared than they imagined, bore away.

Before the close of 1615, six vessels had arrived with three hundred and forty passengers, among whom were a marshall and one Bartlett, who was sent out expressly to divide the colony into tribes or shares, but the governor finding no mention of any shares for himself, and the persons with him, as had been agreed on, forbade his proceeding with his survey. The survey was afterward made by Richard Norwood, which divided the land into tribes, now parishes; these shares form the foundation of the land tenure of the islands even to this day, the divisional lines in many cases yet remaining intact. Moore, whose time had expired, went back to England, in 1615, leaving the administration of the government to six persons, who were to rule, each in turn, one month. They proceeded to elect by lot their first ruler, the choice falling upon Charles Caldicot, who then went, with a crew of thirty-two men, in a vessel to the West Indies, for the purpose of procuring plants, goats and young cattle for the islands. The vessel

was wrecked there, and the crew were indebted to an English pirate for being rescued from a desert island on which they had been cast.

For a time the colony was torn by contention and discord, as well as by scarcity of food; the news of these dissensions having reached England, the company sent out Daniel Tucker, as governor. Tucker was a stern, hard master, and he enforced vigorous measures to compel the people to work for the Company. The provisions and stores he issued in certain quantities, and paid each laborer a stated sum in brass coin, struck by the proprietor, for the purpose, having a hog on one side in commemoration of the abundance of those animals, found by the first settlers, and on the reverse a ship. Pieces of this curious hog money, as it is called, is frequently found, and it brings a high price.

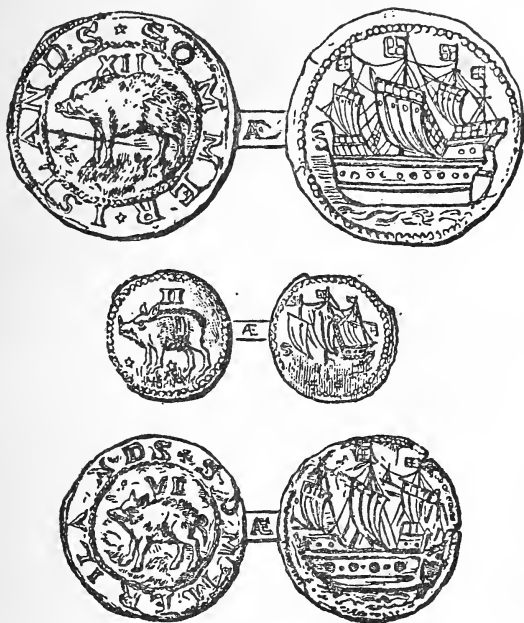
Shortly after Governor Tucker arrived, he sent to the West Indies for plants and fruit-trees, the vessel returned with figs, pineapples, sugar-cane, plantin and paw-paw, which were all planted and rapidly multiplied. This vessel also brought the first slaves into the colony, an Indian and a Negro.

The company dispatched a small bark called the Hopewell, with supplies for the colony, under the command of Captain Powell. On his way he met a Portuguese vessel homeward bound from Brazil, with a cargo of sugar, and, as Smith adds, "liked the sugar and passengers so well" he made a prize of her. Fearing to face Governor Tucker



PAW-PAW TREE.

after this piratical act, he directed his course to the West Indies. On his arrival there he met a French pirate, who pretended to have a warm re-



HOG MONEY.

gard for him, and invited him, with his officers, to an entertainment. Suspecting nothing, he accepted the invitation, but no sooner had they been well seated at table, than they were all seized, and threatened with instant death, unless they surrendered their prize. This, Powell was, of course, compelled to do, and finding his provisions failing

him, he put the Portuguese crew on shore, and sailed for Bermuda, where he managed to excuse himself to the governor. Powell again went to the West Indies pirating, and, in May, he arrived with three prizes laden with meal, hides and ammunition. Tucker received him kindly and treated him with consideration, until he had the goods in his own possession, when he reproached the captain with his piratical conduct, and called him to account for his proceedings. The unlucky buccaneer was, in the end, glad to escape to England, leaving his prizes in the hands of the governor.

The discipline and hard labor required of the people reduced them to a condition but little better than that of slaves, and caused many to make desperate efforts to escape from the islands. Five persons, neither of whom were sailors, built a fishing boat for the governor, and when completed they borrowed a compass from their preacher, for whom they left a farewell epistle. In this they reminded him how often he had exhorted them to patience under ill-treatment, and had told them how Providence would pay them, if man did not. They trusted, therefore, that he would now practice what he had so often preached.

These brave men endured great hardships, in their boat of three tons, during their rash voyage, but at the end of about forty-two days they arrived at Ireland, where their exploit was considered so wonderful that the Earl of Thomond caused them

to be received and entertained, and hung up their boat as a monument of this extraordinary voyage. The governor was greatly exasperated at their escape, and threatened to hang the whole of them if they returned.

Another party of three, one of whom was a lady, attempted in a like manner to reach Virginia, but were never afterwards heard of. Six others were discovered, before they effected their departure, and one was executed. John Wood, who was found guilty of speaking "many distasteful and mutinous speeches against the Governor," was also condemned and executed.

As there were at that time only about 500 inhabitants on these islands, it would appear from Captain Smith's History, that Tucker hanged a good percentage of them. Many were the complaints that were forwarded to England concerning the tyrannical government of Tucker, and he, fearing to be recalled, at last returned to England of his own accord, having appointed a person named Kendall, as his deputy.

Kendall was disposed to be attentive to his office, but wanted energy, and the company took an early opportunity to relieve him; this was not very agreeable to the people, but they did not offer any resistance.

Governor Butler arrived with four ships and five hundred men, on the 20th October, 1619, which raised the number of the colonists to 1000, and at his departure three years later, it had increased to 1500.

On the 1st of August, 1620, in conformity with instructions sent out by the company, the governor summoned the first general assembly at St. George's for the dispatch of public business. It consisted of the governor, council, bailiffs, burgesses, secretary and clerk. It appears that they all sat in one house, which was probably the "State House" shown on Smith's engraving. Most of the Acts passed on this occasion were creditable to the new legislators.

Governor Butler, as Moore had done before him, turned his chief attention to the building of forts and magazines, he also finished the cedar church at St. George's, and caused the assembly to pass an act for the building of three bridges, and then initiated the useful project of connecting together the principal islands. When Governor Butler returned to England, he left the islands in a greatly improved condition. But in his time also, there was such frequent mutinies and discontent, that at last "he longed for deliverance from his thankless and troublesome employment." It was probably during Governor Butler's administration that * Captain John Smith had a map and illustrations of the Summer Isle made, for in it we find the three bridges, numerous well-constructed forts and the State House at

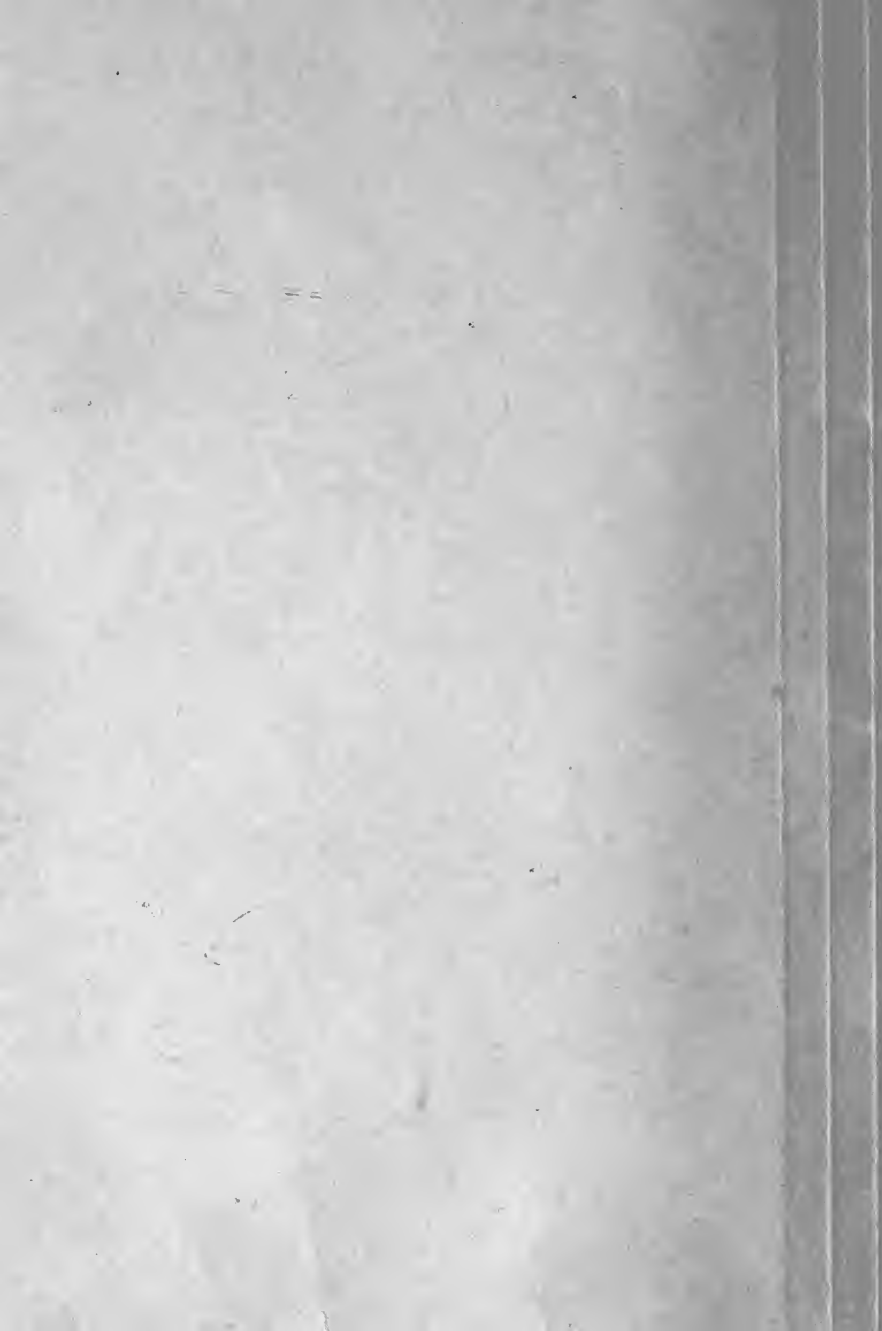
* Captain John Smith was never in Bermuda, he derived all his information from his opportunities as a member of the Virginia Company, and from correspondence or personal narratives of returned planters. This was his habitual way, as is shown by the number of authorities that he quotes. He probably obtained the sketches from which these illustrations were made from Richard Norwood.

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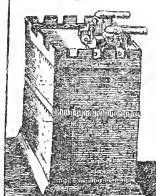
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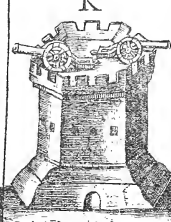
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S^t Catherins forte
F



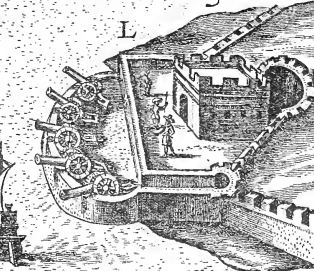
Pembroke's forte
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Kings Castell
M

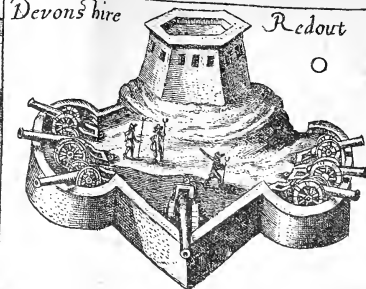


Southampton forte
L



Devon's hire

Redout
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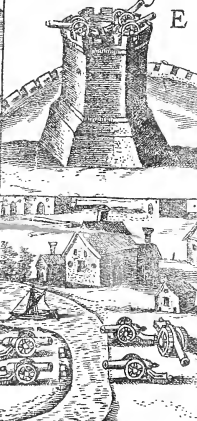
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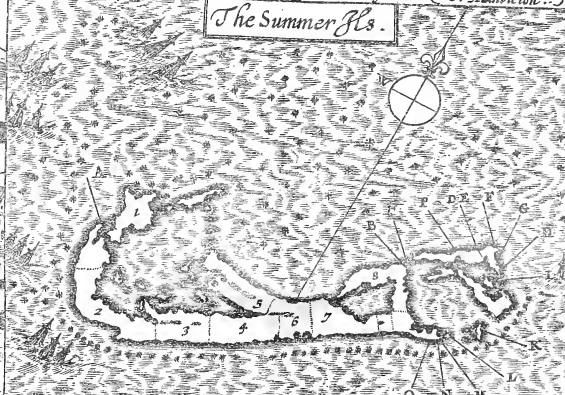


Warwicks forte
E



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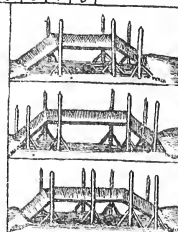
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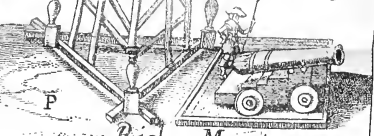
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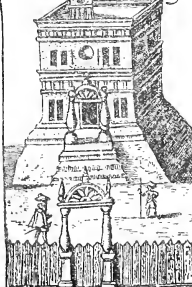


The 3 Bridges
A.B.C.



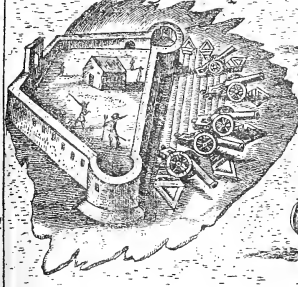
Riches Mount

State house

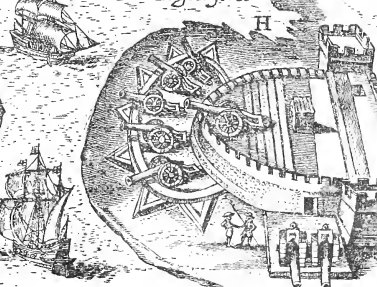


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F.G.H.I.K.L.M.
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The disruption of Island
by M^r Norwood
All contracted into this order
by Captaine John Smith.

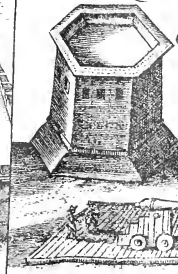
Smiths forte
I



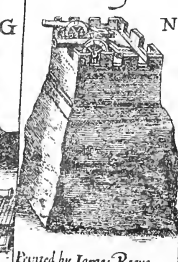
Pagets forte
H



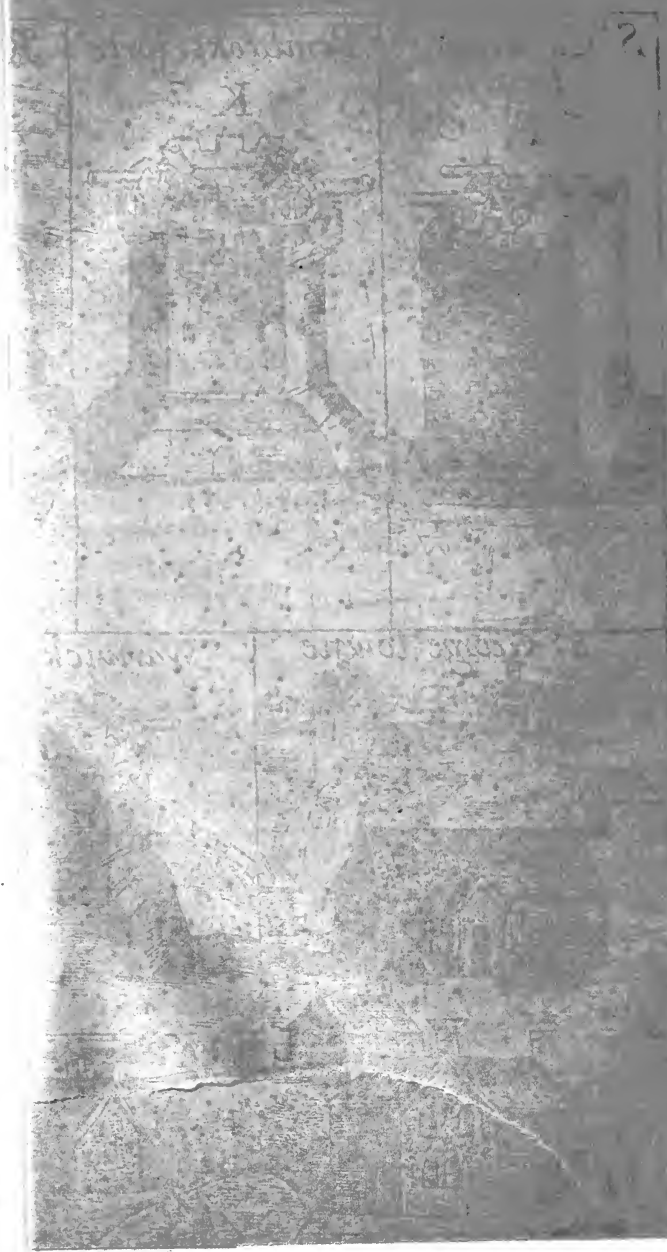
Penistons Redoute
G



Charles forte
N



Printed by James Reye



St. George's. The map and illustrations were published in "Smith's General Historie of Virginia, New England and the Summer IIs" 1624; they are of the greatest value and importance, as they show accurately the class of buildings and forts erected on these islands at that early period; such details even are entered into as the showing of the stocks in the market place of St. George's and the architecture and the substantial manner in which the buildings were constructed is remarkable, especially so when it is considered that previous to 1620 the Puritans had not settled at Plymouth, and it was ten years from that date before the settlement of Boston; in fact, with the exception of Jamestown in Virginia, the English had not secured a foot-hold in North America at the time these buildings and forts were constructed. There are very few copies of this rare print in existence, even in Smith's history it is usually found wanting, and it was only after considerable trouble and expense that the writer succeeded in obtaining a reproduction of it.

The early history of Bermuda is in many important points similar to that of New England. Like motives had in most instances induced emigration, and the distinguished characteristics of those people were repeated here.

Like the Salem and Boston colonists, they had their witchcraft delusions, anticipating that, however, some twenty years, Christian North was tried for it in 1668, but was acquitted. Somewhat later a negro woman, Sarah Basset, was burned at Paget,

for the same offence. The Quakers were persecuted, by fines, imprisonment, and banishment, by the stern and dark-souled Puritans, who had emigrated to this place to escape oppression, and to enjoy religious toleration, but were not willing to grant to others, that differed from them in their religious belief, the same privileges as they themselves enjoyed.

The Company discovered by degrees that the Bermudas were not the Eldorado which they had fondly imagined them to be. The colonists were now numerous, and every day showed a strong disposition to break away from the control of the Company. The Company had issued an order forbidding the inhabitants to receive any ships but such as were commissioned by them. The Company complained against the quality of tobacco shipped to London, as well as the quantity.

The people were forbidden to cut cedar without a special license, and as they were in the habit of exporting oranges, in chests made of this wood, the regulation operated very materially to the injury of the place. Previous to this order, many homeward bound West Indiamen arrived at Castle Harbor, to load with this fruit for the English market. Whaling was claimed as an exclusive privilege, and was conducted for the sole benefit of the proprietors. Numerous attempts were made to boil sugar, but the Company directed the Governor to prevent it, as it would require too much wood for fuel.

In consequence of instructions from England, Governor Turner called upon all the inhabitants of the islands to take the oath of supremacy and allegiance to His Majesty, but, as the Puritans had left their native country on account of their republican sentiments, they refused to comply, and the prisons were soon filled to overflowing.

The rapid change of affairs in England, during the civil war, in which the Puritans were victorious, and Cromwell was elevated to the Protectorship, opened the doors of the prisons, and stopped all further persecutions, both political and religious.

It must be said in favor of the Company, that they had, at an early period, established schools throughout the colony, and appropriated lands, in most of the tribes or parishes, for the maintenance of the teachers.

From 1630 to 1660 many negro and Indian slaves were brought to the colony. The negroes from Africa and the West Indies, and a large number of Indians from Massachusetts, prisoners taken in the Pequot and King Phillip's wars. The traces of their Indian ancestry can readily be seen in many of the colored people of these islands at the present time.

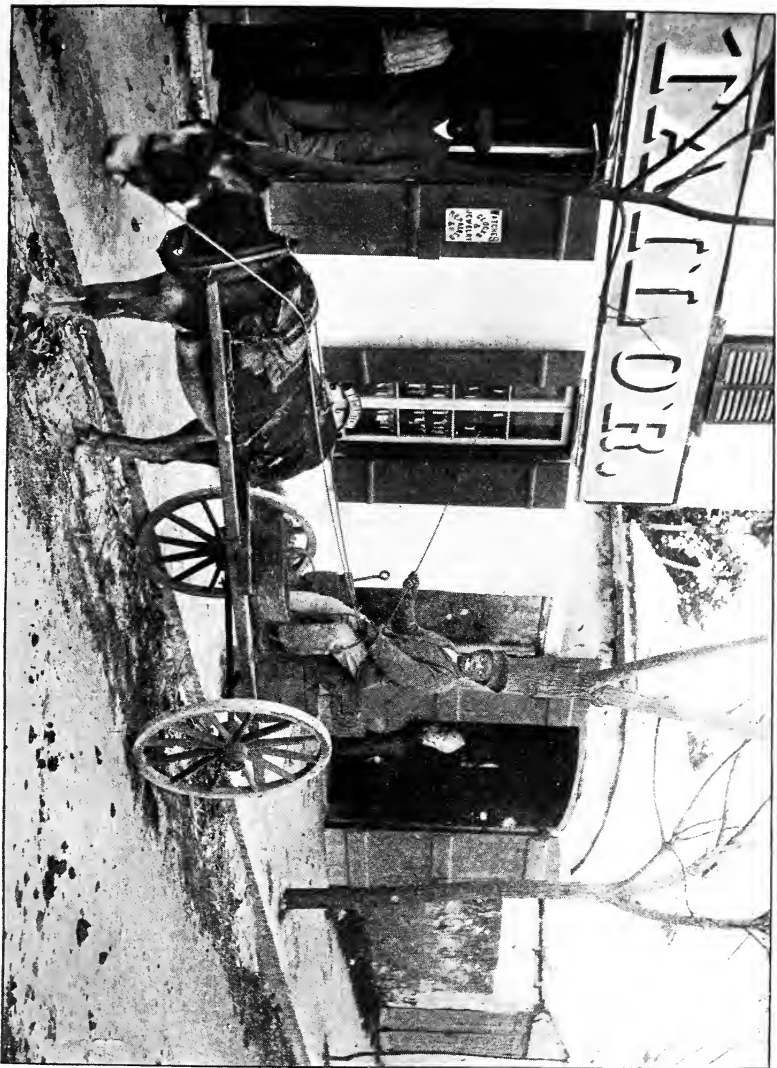
In October, 1661, the Protestant inhabitants were alarmed by rumors of a proposed combination between the Negroes and the Irish. The plan was to arm themselves, and massacre the whites who were not Catholics. Fortunately the plot was discovered

in time, and measures adopted to disarm the slaves and the disaffected.

The proprietary form of government continued until 1685, with a long succession of good, bad and indifferent governors.

Many acts of piracy were perpetrated, at different times, by the inhabitants of these islands. In 1665 Captain John Wentworth made a descent upon the island of Tortola, and brought off about ninety slaves, the property of the governor of the place. Governor Seymour received a letter from him in which he stated that, "upon the 9th day of July, there came hither against me a pirate or sea robber, named John Wentworth, the which overrun my lands, and that against the will of mine owne inhabits, and shewed himself a tyrant, in robbing and firing, and took my negroes from my Isle, belonging to no man but myself. And likewise I doe understand, that this said John Wentworth, a sea robber, is an indweller with you, soe I desire that you would punish this rogue, according to your good law. I desire you, soe soon as you have this truth of mine, if you don't of yourself, restore all my negroes againe, whereof, I shall stay here three months, and in default of this, soe be assured, that wee shall speake together very shortly, and then I shall be my owne judge."

This threatening letter caused great consternation, and immediately steps were taken to place the colony in the best posture for defense, reliance being had on the impregnability of the islands, instead of



TWO NATIVES.

delivering up the plunder, especially, as Captain Wentworth held a commission from the governor and council, and acted under their instructions.

Isaac Richier, who became governor of the colony in 1691, was another celebrated freebooter. The account of his reign reads like a romance. The love of gold, and the determination to possess it, was the one idea of his statesmanship. He was a pirate at sea, and a brigand on land. Nevertheless it does not appear that any of his misdeeds, such as hanging innocent people, and robbing British ships, as well as others, led to his recall, or caused any degree of indignation, which such conduct usually arouses. The fact appears to be, that, although Governor Richier was a bold, bad man, yet few of his subjects were entitled to throw the first stone at his excellency.

Benjamin Bennett became governor of the colony in 1701. At this time the Bahama Islands had become a rendezvous for pirates, and a few years later, King George the First issued a proclamation for their dislodgement. Governor Bennett accordingly dispatched a sloop, ordering the marauders to surrender. Those who were on shore, on his arrival, gladly accepted the opportunity to escape, and declared that they did not doubt but that their companions, who were at sea, would follow their example. Captain Henry Jennings, and fifteen others, sailed for Bermuda, and were soon followed by four other captains, Leslie, Nichols, Hornigold and Burges, with one hundred men, who all surrendered.

In 1710, the Spaniards made a descent on Turks Island, which had been settled by the Bermudians. for the purpose of gathering salt, and took possession of the island making prisoners of the people. The Bermudians, at their own expense and own accord, dispatched a force under Captain Lewis Middleton, to regain possession of the Bahamas Cays. The expedition was successful, and a victory gained over the Spaniards, and they were driven from the islands; they still, however, continued to make predatory attacks on the salt-rakers at the ponds, and on the vessels going for and carrying away salt. To repel these aggressions and afford security to their trade, the Bermudians went to the expense of arming their vessels.

CHAPTER III.

BERMUDA DURING THE AMERICAN REVOLUTION.

The history of Bermuda during the war of the colonies and the mother country contains much matter that is of interest to Americans.

In 1775 the discontent in the American provinces had broken out into open opposition to the crown, and the people were forbidden to trade with their late fellow subjects. Bermuda suffered great want in consequence, for at this period, instead of exporting provisions, the islands had become dependent on the continent for the means of subsistence. This, together with the fact that many of the people possessed near relatives engaged in the struggle with the Crown, tended to destroy good feelings towards the British Government, these circumstances must be considered in order to judge fairly of the following transaction which has always been regarded to have cast a stain upon the patriotism and loyalty of the Bermudians.

At the outbreak of the American revolution, two battles were fought in the vicinity of Boston, Lexington and Bunker Hill, after which all intercourse with the surrounding country ceased, and Boston was reduced to a state of seige. Civil war commenced in all its horrors, the sundering of social ties, the burning of peaceful homes, the butchery of kindred and friends.

Washington was appointed, by the Continental Congress, commander in chief of the American forces, and on July 3, 1775, two weeks after the battle of Bunker Hill, he took formal command of the army at Cambridge. In a letter to the president of Congress notifying him of his safe arrival there, he made the following statement. "Upon the article of ammunition, I must réecho the former complaints on this subject. We are so exceedingly destitute that our artillery will be of little use, without a supply both large and seasonable. What we have must be reserved for the small arms, and that well managed with the utmost frugality." A few weeks later General Washington wrote the following letter on the same subject.*

TO GOVERNOR COOKE, OF RHODE ISLAND.

Camp at Cambridge, 4 August, 1775.

Sir,

* * * * *

I am now, Sir, in strict confidence, to acquaint you, that our necessities in the articles of powder

* Writings of George Washington, by J. Sparks, vol. iii. page 47.

and lead are so great, as to require an immediate supply. I must earnestly entreat, that you will fall upon some measure to forward every pound of each in your colony, that can possibly be spared. It is not within the propriety or safety of such a correspondence to say what I might on this subject. It is sufficient, that the case calls loudly for the most strenuous exertions of every friend of his country, and does not admit of the least delay. No quantity, however small, is beneath notice, and, should any arrive, I beg it may be forwarded as soon as possible.

But a supply of this kind is so precarious, not only from the danger of the enemy, but the opportunity of purchasing, that I have revolved in my mind every other possible chance, and listened to every proposition on the subject, which could give the smallest hope. Among others, I have had one mentioned, which has some weight with me, as well as the general officers to whom I have proposed it. A Mr. Harris has lately come from Bermuda, where there is a very considerable magazine of powder in a remote part of the island; and the inhabitants are well disposed not only to our cause in general, but to assist in this enterprise in particular. We understand there are two armed vessels in your province, commanded by men of known activity and spirit; one of which, it is proposed to despatch on this errand with such assistance as may be requisite. Harris is to go along, as the conductor of the enterprise, that we may avail ourselves of his knowledge

of the island ; but without any command. I am very sensible, that at first view the project may appear hazardous ; and its success must depend on the concurrence of many circumstances ; but we are in a situation, which requires us to run all risks. No danger is to be considered, when put in competition with the magnitude of the cause, and the absolute necessity we are under of increasing our stock. Enterprises, which appear chimerical, often prove successful from that very circumstance. Common sense and prudence will suggest vigilance and care, where the danger is plain and obvious ; but, where little danger is apprehended, the more the enemy will be unprepared ; and consequently there is the fairest prospect of success.

Mr. Brown has been mentioned to me as a very proper person to be consulted upon this occasion. You will judge of the propriety of communicating it to him in part or the whole, and as soon as possible favor me with your sentiments, and the steps you may have taken to forward it. If no immediate and safe opportunity offers, you will please to do it by express. Should it be inconvenient to part with one of the armed vessels, perhaps some other might be fitted out, or you could devise some other mode of executing this plan ; so that, in case of a disappointment, the vessel might proceed to some other island to purchase. * * * * *

I am, Sir,

Your most obedient, humble servant,

G. WASHINGTON.

This plan was approved by the governor and committee of Rhode Island, and Captain Abraham Whipple agreed to engage in the affair, provided General Washington would give him a certificate under his own hand, that in case the Bermudians would assist the undertaking, he would recommend to the Continental Congress to permit the exportation of provisions to those islands from the colonies.

General Washington accordingly sent the following address to the Bermudians. *

TO THE INHABITANTS OF THE ISLAND OF BERMUDA.

Camp at Cambridge, 6 September, 1775.

GENTLEMEN,

In the great conflict, which agitates this continent, I cannot doubt but the assertors of freedom and the rights of the constitution are possessed of your most favorable regards and wishes for success. As descendants of freemen, and heirs with us of the same glorious inheritance, we flatter ourselves, that, though divided by our situation, we are firmly united in sentiment. The cause of virtue and liberty is confined to no continent or climate. It comprehends, within its capacious limits, the wise and good, however dispersed and separated in space or distance.

You need not be informed, that the violence and rapacity of a tyrannic ministry have forced the citizens of America, your brother colonist, into arms. We

* Writings of George Washington, by J. Sparks, vol. iii., page 77.

equally detest and lament the prevalence of those counsels, which have led to the effusion of so much human blood, and left us no alternative but a civil war, or a base submission. The wise Disposer of all events has hitherto smiled upon our virtuous efforts. Those mercenary troops, a few of whom lately boasted of subjugating this vast continent, have been checked in their earliest ravages, and are now actually encircled within a small space; their arms disgraced, and themselves suffering all the calamities of a siege. The virtue, spirit, and union of the provinces leave them nothing to fear, but the want of ammunition. The application of our enemies to foreign states, and their vigilance upon our coasts, are the only efforts they have made against us with success.

Under these circumstances, and with these sentiments, we have turned our eyes to you, Gentlemen, for relief. We are informed, that there is a very large magazine in your island under a very feeble guard. We would not wish to involve you in an opposition, in which, from your situation, we should be unable to support you; we knew not, therefore, to what extent to solicit your assistance, in availing ourselves of this supply; but, if your favor and friendship to North America and its liberties have not been misrepresented, I persuade myself you may, consistently with your own safety, promote and further this scheme, so as to give it the fairest prospect of success. Be assured, that, in this case, the whole power and exertion of my influence will



DATE PALM.



be made with the honorable Continental Congress, that your island may not only be supplied with provisions, but experience every other mark of affection and friendship, which the grateful citizens of a free country can bestow on its brethren and benefactors.* I am, Gentlemen,

With much esteem,

Your humble servant,

A handwritten signature in cursive script, reading "G. Whipple". The signature is written in dark ink on a light background.

Captain Whipple had scarcely sailed from Providence before an account appeared in the newspapers of one hundred barrels of powder having been taken from Bermuda, by a vessel supposed to be from Philadelphia, and another from South Carolina. This was the same powder that Captain Whipple had gone to procure.

When he reached Bermuda he put in at the West end of the island. The inhabitants were at first alarmed, supposing him to command a king's armed vessel, and the women and children fled from that vicinity, but when he showed them his commission and instructions they treated him with

*This explains the following item in Governor Hutchinson's diary, the last Royal Governor of Massachusetts, while residing in London he made the following entry in his diary under date of October 29, 1779. "A vessel arrived from Boston which had been carried in there, but claimed as belonging to Bermuda, and the owners not enemies to the American states; and upon that claim discharged and suffered to come to England. . This is a very odd state of things."

much cordiality and friendship, and informed him that they had assisted in removing the powder, which was made known to Gen. Gage, and he had sent a sloop of war to the island. They professed themselves hearty friends to the American cause. Captain Whipple being defeated in the object of his voyage returned to Providence.

Soon after the inhabitants of Bermuda petitioned congress for relief, representing their great distress in consequence of being deprived of the supplies that usually came from the colonies. In consideration of their being friendly to the cause of America, it was resolved by congress that provisions in certain quantities might be exported to them.*

The powder procured from the Bermudians led to the first great victory gained by Washington in the revolutionary war, the evacuation of Boston by the British army. After the arrival of the powder, Washington caused numerous batteries to be erected in the immediate vicinity of the town. On the night of March 4th, 1776, Dorchester Heights were taken possession of and works erected there which commanded Boston, and the British Fleet lying at anchor in the harbor. This caused the town to be evacuated, and General Howe with his army and about one thousand loyalists went aboard of the fleet and sailed for Halifax, March 17th, 1776.

Nothing could exceed the indignation of Governor Bruere, when he received intelligence of the

*Journal of Congress, November 22d, 1775.

plundering of the magazine, he promptly called upon the legislature to take active measures for bringing the delinquents to justice. No evidence could ever be obtained, and the whole transaction is still enveloped in mystery. The governor let no opportunity escape him to accuse the Bermudians of disloyalty, and no doubt severe punishment would have been inflicted on the delinquents could they have been discovered.

Two American brigs under republican colors arrived shortly after this and remained some weeks at the west end of the islands unmolested, and Governor Bruere complained bitterly of this to the assembly.*

Governor George James Bruere died in 1780, and the administration devolved on the Hon. Thomas Jones, who was relieved by George Bruere as Lieutenant Governor, in October, 1780.

Governor Bruere was soon openly at variance with the assembly, and did not hesitate to accuse the people of treason in supplying the revolted provinces with salt, exchanging it for provisions. Mr. Bruere, extremely exasperated at their trading, which he considered to be treasonable conduct, commented on it in his message to the assembly in no measured terms. Some intercepted correspondence with the rebels added fuel to the flame, and on the 15th of August, 1781, he addressed them in a

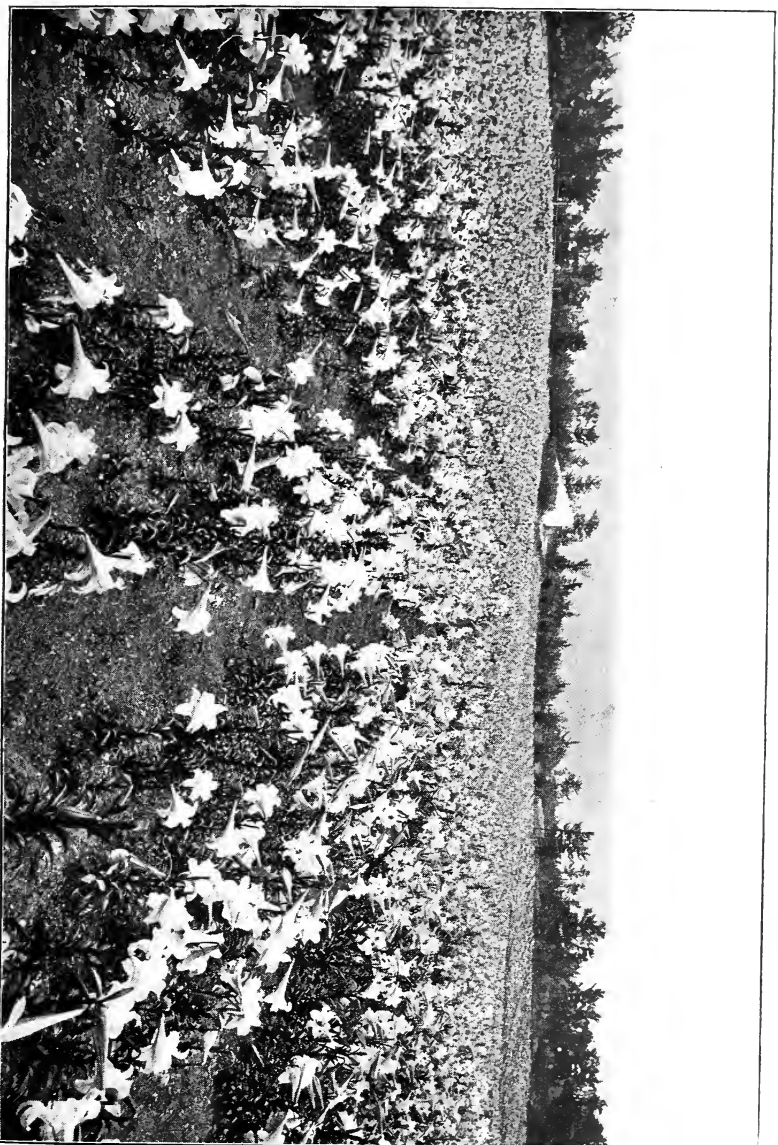
* These were probably the vessels sent out from Rhode Island, under the command of Captain Whipple.

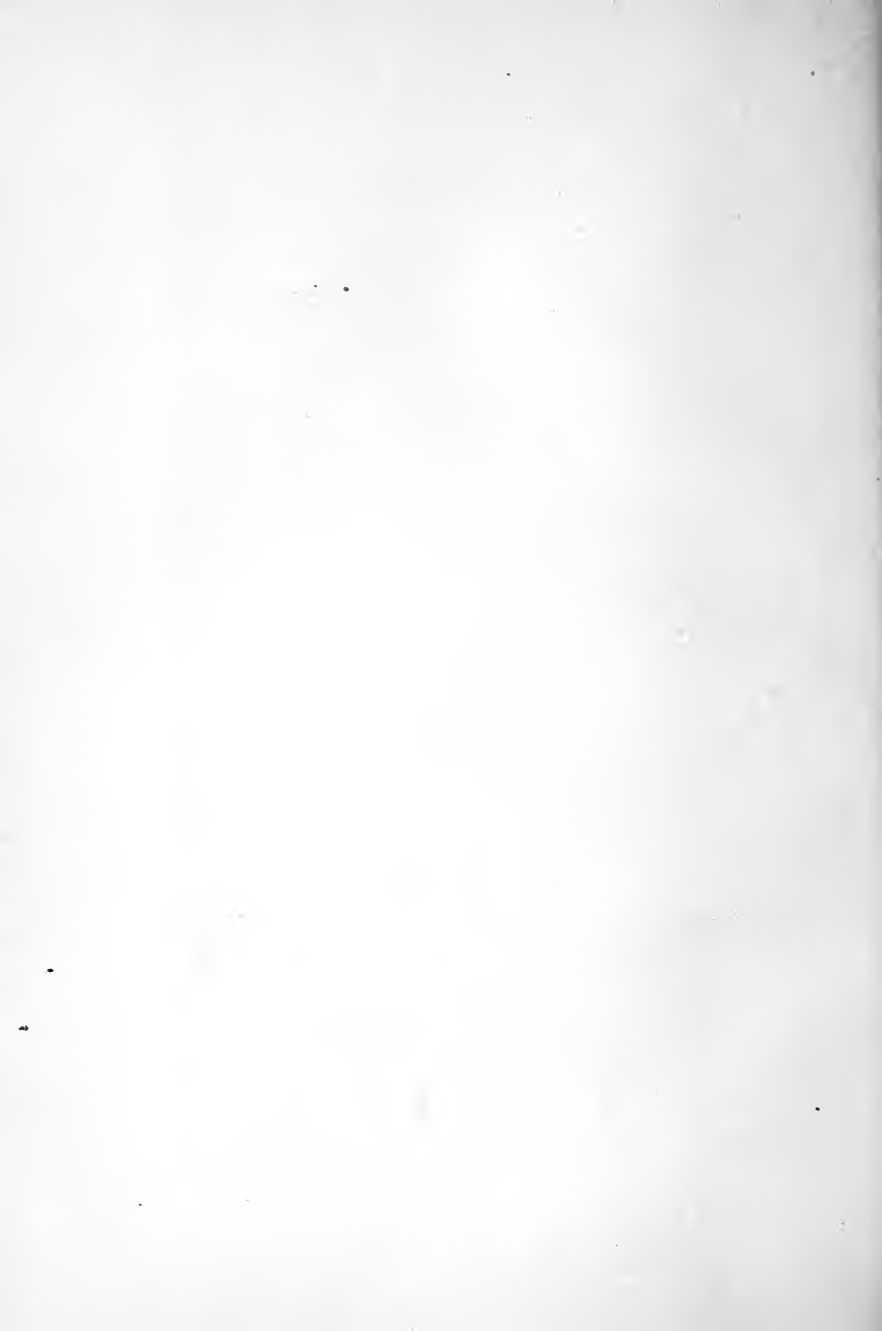
speech which could not fail to be offensive, although it contained much sound argument. This was followed by a message more bitter and acrimonious, all of which they treated with silent contempt until the 28th of September, when they discharged their wrath in an address, in which the governor was handled most roughly for his attacks on the inhabitants of these islands. In return he addressed a message equally uncourteous in its tone, and dissolved the house.

The arrival of William Browne, whose administration commenced 4th January, 1782, put an end to Mr. Bruere's rule.

The high character of the new governor had preceded him in the colony, and he was joyfully received on his arrival. He was a native of Salem, Massachusetts, and was high in office previous to the revolution, was colonel of the Essex regiment, judge of the Supreme Court, and Mandamus Counselor. After the passage of the Boston port bill, he was waited on by a committee of the Essex delegates, to inform him, that "it was with grief that the country had viewed his exertions for carrying into execution certain acts of parliament calculated to enslave and ruin his native land, that while the country would continue the respect for several years paid him, it resolved to detach from every future connection all such as shall persist in supporting or in any way countenancing the late arbitrary acts of Parliament, that the delegates in the name of the country request him to excuse them

LILY GARDEN.





from the painful necessity of considering and treating him as an enemy to his country, unless he resigned his office as counselor and judge." Col. Browne replied as follows :

"As a judge and in every other capacity, I intend to act with honor and integrity and to exert my best abilities; and be assured that neither persuasion can allure me nor menaces compel me to do anything derogatory to the character of a counselor of his majesty's province of Massachusetts." — Wm. Browne.

Col. Browne was esteemed among the most opulent and benevolent individuals of that province prior to the revolution: and so great was his popularity that the gubernatorial chair of Massachusetts was offered him by the "committee of safety," as an inducement for him to remain and join the "sons of liberty." But he felt it a duty to adhere to government; even at the expense of his great landed estate, both in Massachusetts and Connecticut, the latter comprising fourteen valuable farms, all of which were afterwards confiscated.

By preferring to remain on the side representing law and authority, and unwilling to adopt the course of the revolutionists, this courtly representative of an ancient and honorable family, this sincere lover of his country, this skillful man of affairs, this upright and merciful judge, once so beloved by his fellow townsmen, drew upon himself their wrath, and he fled from his native country never to return again. First he sought refuge in Boston in 1774, then in

Halifax, and from there he went to England in 1776, where he remained till 1781, when he was appointed governor of Bermuda, as a slight return for his great sacrifices and important services in behalf of the Crown. Col. Browne married his cousin, the daughter of Governor Wanton, of Rhode Island, and was doubly connected with the Winthrop family; the wives of the elder Brown and Governor Wanton being daughters of John Winthrop, great grandson of the first governor of Massachusetts. Col. Browne's son William was an officer in the British service at the siege of Gibraltar in 1784.

Under the judicious management of Governor Browne, the colony continued to steadily flourish, he conducted the business of the colony in the greatest harmony with the different branches of the legislature. He found the financial affairs of the islands in a confused and ruinous state, and left them flourishing. In 1788 he left for England, deeply and sincerely regretted by the people, and was succeeded by Henry Hamilton as Lieutenant Governor, during whose administration the town of Hamilton was built and named in compliment of him.

Near the close of the American Revolution a plan was on foot to take Bermuda, in order to make it a "a nest of hornets" for the annoyance of British trade, but the war closed, and it was abandoned. It, however, proved a nest of hornets to the United States, during the late civil war. At that time St. George's was a busy town, and was one of the hot beds of secession. Being a great resort for block-

ade runners, which were hospitably welcomed here, immense quantities of goods were purchased in England, and brought here on large ocean steamers, and then transferred to swift sailing blockade runners, waiting to receive it. These ran the blockade into Charleston, Wilmington and Savannah.

It was a risky business, but one that was well followed, and many made large fortunes there, during the first years of the war, but many were bankrupt or nearly so, at its close.

On June 28, 1901, the first shipment of Boer prisoners arrived here from the Transval on the steamer "Armenian." They were placed on Darrell's, Tucker's, and Morgan's Islands in the Sound. The inclosures on the islands were made of barbed-wire fencing, inside of which the Boers were confined, and on the outside were stationed the guards, and about the islands were anchored three gunboats that during the night played powerful search-lights upon the shore so that no prisoner could escape under cover of darkness. Within six months after the arrival of the first lot there were upwards of 4,000 prisoners confined here, besides some fifty or more that had been sentenced to death for violating the rules of war, but whose sentences were afterwards commuted to life imprisonment at Bermuda. These convicts were confined in Fort Hamilton and other forts.

CHAPTER IV.

BERMUDA DURING THE BLOCKADE.

Previous to the Southern Rebellion, Bermuda was comparatively unknown to the world, except as an important British naval station. No startling episode in the course of events had occurred for many years to disturb the tranquil repose of her many peaceful islands. Far out and alone in the broad Atlantic, like some beautiful recluse, she wooed the soft winds of summer, or bared her breast to the autumnal gales that wreathed her reefs and bald bluffs with foam. Monthly the packet passing to and fro between St. George's and Halifax, aroused her from her Rip Van Winkle sleep; and when the few hour's bustle at the wharf had ceased, when the mail coach that ran from the hither point to the extremity of the islands had dispensed its favors along the circuitous route, and the little budget of news and epistolary missives had been duly digested, she lapsed again into the quiet of her daily routine. Her small farmers cultivated arrowroot, tomatoes, onions, and potatoes to a limited extent only (for her negroes had grown

negligent and thriftless under the license of their freedom,) and an occasional craft dropped into her landlocked bays to bear her vegetable tributes to the markets of the North. And when the people of colder climes ate, in the early spring time, of her early vegetables so acceptable because so out of season, they thought kindly of Bermuda, and many an invalid went out to breathe the genial air of her winter months.

But suddenly a new era dawned upon the islands. A marvellous change came over the sleepy realm; the spell that bound the enchanted isle was broken. The war in America crowded her ports with shipping and awakened the echoes of busy trade and commerce, which frightened the hobgoblins from the caves which they had tenanted since Shakespeare sang the tale of "vexed Bermoothes" two hundred and fifty years ago. The blockade of the southern ports threw into her lap rare treasures, to which her eyes had been unaccustomed before; and often upon her deep, transparent waters were seen what looked like clots of foam, but which were really stray waifs of cotton floating—cotton worth two shillings sterling per pound. Ah, what golden harvests were reaped, what mighty risks were run for this same cotton in those old blockading days! It seemed as though wealth came down in showers upon Bermuda. It blessed all in any way connected with the blockade. It blessed the adventurers of high and low degree, who gathered there from the four quarters of the globe to specu-

late upon the national misfortune; it blessed the grasping Englishman, the northern renegade, and the mercenaries and sharpers of all colors and persuasions alike. The employees of blockade-runners received fabulous wages — captains, \$5,000 in gold per round trip, which never exceeded a month, and was sometimes made in a week; pilots, \$5,000; engineers, coal-heavers, and seamen, in proportion. The capitalists who invested in the venture seldom failed to make fortunes, notwithstanding the large percentage of steamers lost or captured; for the gains were so immense that one successful voyage made up the loss of half a dozen failures. They fared sumptuously every day upon the profits which they sheared from the poverty and distress of those who bore the burden of the war. Their steamers were supplied with the luxuries of every clime. The cabin tables were spread with sparkling wines and choicest viands. The pinched Confederates, whom three lingering years of war had reduced to rags or homely homespun, looked with envious eyes upon the sleek, well-dressed, blockade-runners who sauntered through their streets at will, while they themselves were in constant dread of provost marshals and conscripting-officers. They gloated upon the glittering gold which strangers lavished and despised their own paper dollar which would hardly buy a row of pins. It seemed to the struggling South as if the steamers were the only link between their present world of despair and a realm of happiness beyond; and when, at intervals, they

steamed swiftly up to its deserted ports, their advent was always welcomed with delight.

On such occasions there was some semblance in those same ports — of Charleston or Wilmington — of the commercial activity in the bygone days of peace. Negroes bustled about the wharves, and the incessant clatter of the donkey engines was heard, discharging freight which long-tailed drays carted leisurely away. However, excepting these and the seamen, only a few old men and youngsters of various hues sauntered about the spot. The streets were quite deserted, except by the provost guard, an occasional female in mourning garb, or a crippled soldier hobbling on his way. There was an oppressive sense of desolation everywhere, such as one feels in an old mill where the machinery, long since silenced, has gone to rust, with rank moss grown on the water-wheel, and the weather-worn roof opening to the sky.

Such was the melancholy picture. At the steamers' offices, however, there was always some stir; and when an auction sale of blockade goods was advertised, something of a crowd was collected. All the Jews swarmed there from far and near, like flies around the bung of a sugar cask, wrangling with each other and scrambling for the prizes offered; these worthies owed no allegiance, except to Moses, and consequently were exempt from military service. Large prices were paid in Confederate scrip for coffee, medicines, shoes, and the rest; and with the proceeds the blockade-runners pur-

chased the coveted cotton at \$250 per bale. When the blockade business was at its climax, Confederate money was worth about \$14 for \$1 in gold; and as the cotton brought from 45 to 50 cents per pound in Bermuda, the profit on a single bale was \$230!

Sometimes as many as a dozen steamers were in the port of Wilmington at once. In general they loaded leisurely, because they had to wait their opportunity. It was only when the night was moonless, and the tide full on the bar that they could hope to run the blockade with success. The "silvery moon" had no charm for blockade runners; rather, come storm and angry wrack of wind and waves. Occasionally, three or four would run out together, dividing the attention of the ever-vigilant blockading cruisers; but as a rule, each attempted the perilous gauntlet alone. Often they failed upon the very threshold of their adventure, and the anxious owners on shore received early intimation of their probable fate in the dull boom of guns that was wafted from Fort Fisher, thirty miles below. It was a bold act, worthy of brave men, to attempt that bristling cordon of Federal ships in an unarmed, inoffensive craft. Women often did it, too; but women can be brave even when men's courage quails.

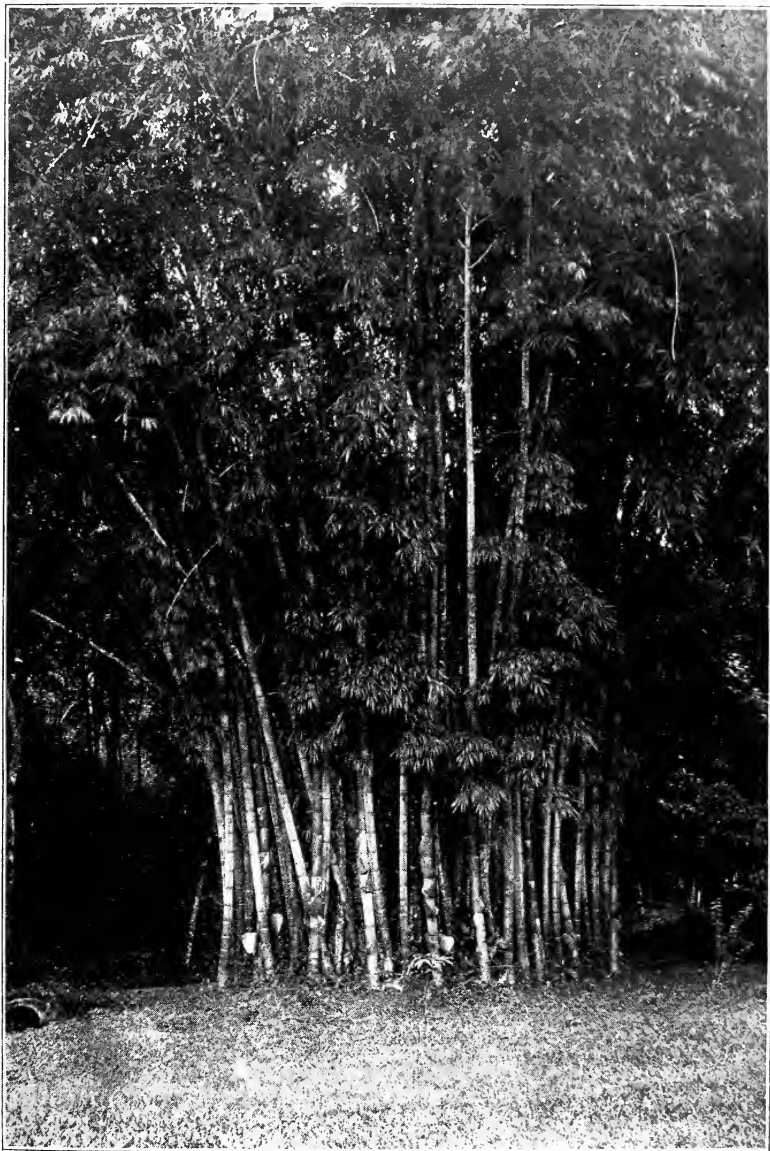
We can imagine one of these long and rakish steamers lying in the stream opposite the cotton-sheds, where she has been loading; a jaunty craft with graceful lines, appointments all complete, and color so like the dusk that at nightfall she seems

like a doubtful shadow upon the water. The thin cloud of brown smoke that floats from her funnel, and the merry "Heave-yo" at the windlass, betoken that she is getting under way. Her flags are flaunting gayly—a Confederate at the stem, a British at the stern. There is a group of women and children on her quarter-deck, and, but for the long rows of cotton bales, that peer over her rails, one might imagine that she was engaged for a pleasure excursion down the river—only that it was not customary for officers in uniform to demand passports of mere excursionists. Male passengers are scarce, for the gates of the Confederacy are closed to such. Beside a couple of Jews, there are an invalid and a cripple; also two nondescripts, whom the provost guard, the shippers, the negroes on shore, their fellow-passengers, and the examining officers, have repeatedly passed opinion upon as to whether they were deserters, Yankee spies, correspondents of the *London Times*, government officials, or agents of the government departing on secret service. However, they are both thoroughly "papered," and no objection can be made. Their passports are from headquarters at Richmond, and duly viséd by the commanding officer at Wilmington.

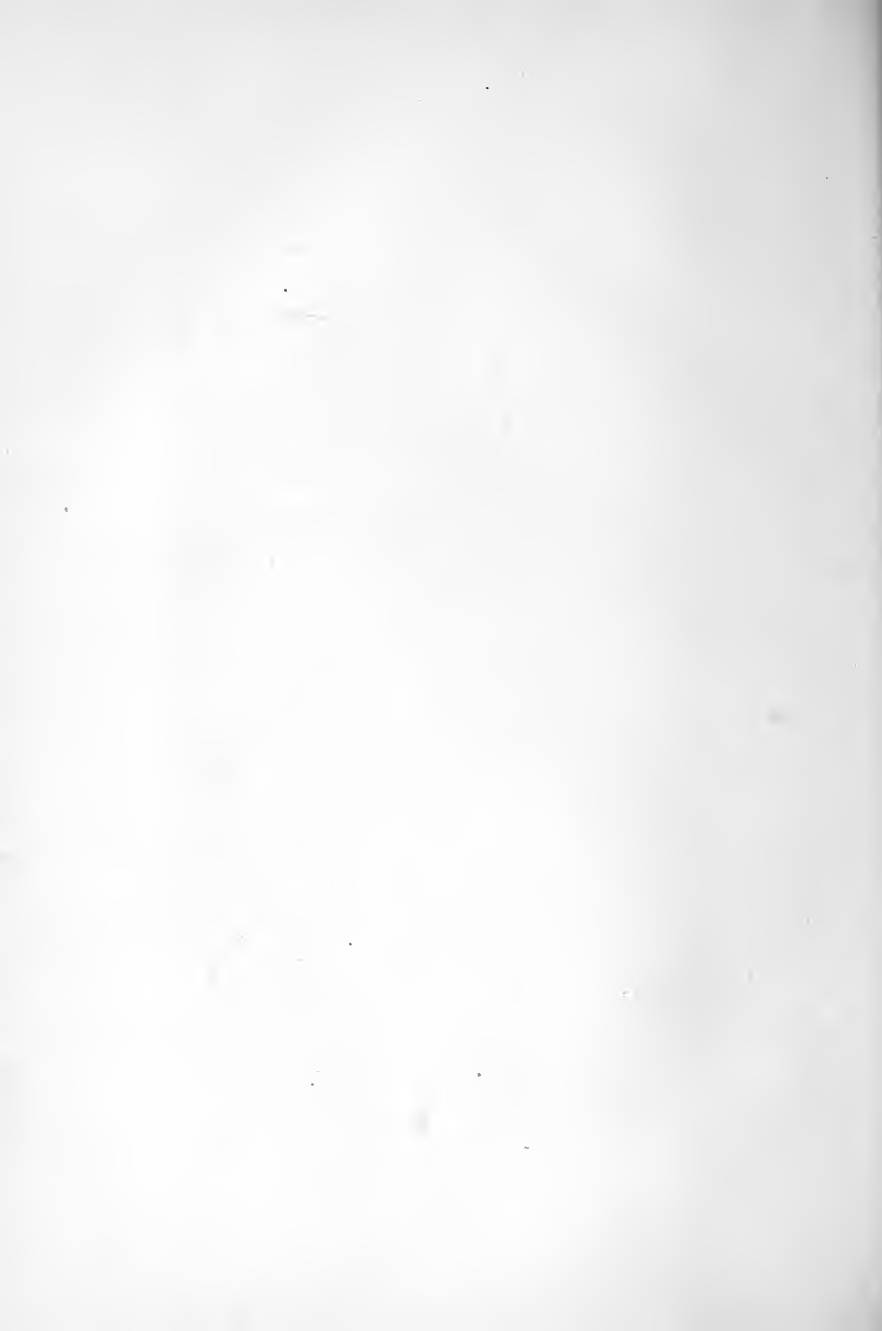
There is very little vivacity on board. A feeling of uncertainty pervades all. Friends part with tremulous hand-shakings. Those who command the craft know well the dangers that attend the voyage and the risk that hangs over their rich

freight of half a million. Many a lady's bosom heaves with throbbing heart and breath suppressed, even while gliding securely past the ricefields, marshes, and belt of timber that girts the river bank. Wilmington gradually fades from view. The sun settles down upon the red horizon. An ironclad, struggling against the current, is passed and left astern. The steamer picks her way through tortuous channels, successive obstructions of piles stretched across the river, and labyrinths of torpedoes, marked by flag-buoys. Down near the mouth of the river there is a battery, and from a cutter that has put out from shore a lieutenant, with his guard, clambers over the ship's side, to search for stowaways and examine passports again. Every nook and corner, every locker and pantry is searched this time. Even the hold and coal-bunkers are fumigated to smoke out any who perchance may have concealed themselves there. When these trials have been endured, the steamer increases speed and proceeds on her course to the broad and placid sound that is sheltered by the bar. There she rests at anchor and awaits the protecting shades of night. Here there is no danger. The bristling guns of Fort Fisher and the Mound Battery, and the shoal water on the bar afford double protection. The blockading fleet lies miles away outside. Perhaps from the masthead the outlines of one or two of them can be indistinctly traced—nothing more.

As dusk falls, a little boat puts out from land.



GROUP OF BAMBOO'S ADMIRAL'S GROUNDS.



This brings the indispensable pilot, who at once becomes grand master of the ship. Everything depends upon his skill, and implicit obedience to his directions. He has the path before him all mapped out, and can tell the number and latest position of every blockader off the adjacent coast. He has carefully noted the stage of water, marked the channel, set his signal lights, and arranged the indispensable preliminaries of the trip. At length the last glimmer of twilight has vanished. A perceptible haze gathers upon the ocean. Every light in the ship is carefully extinguished. The binnacle is enveloped with canvas. Telegraph lines are rigged fore and aft, to communicate from the pilot forward to the officer who directs the helmsman at the wheel. The lookouts, the captain and subordinate officers take their respective places. Presently a deep sigh comes from the ponderous engine, and a tremor runs through the vessel as she gathers headway and snuffs the fresh breeze that comes from the ocean. Strictest silence is enjoined now. Not a whisper is heard. Even the splash of the patent paddle-wheels (never very noisy) is drowned by the monotonous sough of the breaking waves. The funnels emit no vapors or tell-tale sparks. The lights on shore change rapidly with the varying course. A red lantern flashes for an instant to starboard and then goes out, just where a glimpse was caught of a cloaked figure seated in a skiff. A pale, white light gleams on the larboard side. A brighter one blazes from Fort Fisher in the dis-

tance. And thus the course is laid over the bar. The speed of the vessel increases as the hour of trial approaches, and the lights afloat and ashore flit and intermingle with a rapidity that confuses the senses. Presently the swash and long swell of the sea denote that the bar is passed, and the lights, now grown faint and spectral, seem to keep pace with the vessel as she lays her course along the coast.

The novice sits aft with bated breath and his heart in his throat, a desperate grip upon some stanchion, and his eyes straining far out into the gloom, while, with a sinking sensation like being twirled in a swing, he is hurried through space at a speed of twenty miles an hour, over billows of phosphorescence that roll off into the wake behind. The silence is oppressive, and the suspense painful. But presently a new object of interest absorbs attention. Can you see nothing—there—just where the gleam of that brilliant star flashed on the foam? Pshaw! 'tis mere fancy. The shadows always fall deepest where the dull gray of the ocean blends with the sky. It is the loom of the mist, nothing more. And yet there is something that flits like a shadow, moving as we move—an undefined nebula without shape or substance, ever attendant, like an incubus that oppresses one in dreams. Ha! this is exciting! What tension of taut-drawn nerves! What if it should be one of them! We are drawing a little ahead of the thing now. Surely it is a blockader, and one of the fleetest, too. Her scent

is keen. These lights on shore betray us whenever we run between them and her. If we could only head her off now and stand out to sea! But not yet! 'See! she burns a blue light—and how it streams over the waves! And there goes a rocket! We can see her plainly enough now—as plainly as she can see us—and so near, just on our port bow! We are lost beyond hope; yet the ladies are calm and motionless, and the children are sleeping quietly below. Ha! there it comes—a shot. "Take care!" There is a dazzling glare like a flash of sheet lightning, a deafening roar from the guns, and all is gloom again. The blue light has burned out. "Any one hurt? Were we struck?" "No." "All right; pitch in the rosin, engineer, and shove ahead! Hard-a-starboard there at the helm!" There is no occasion for further silence now. It is simply a question of superior speed. The swift craft doubles on her track like a swallow, and stands directly out to sea. In ten minutes she is safe. Still, the engines do not cease their effort, but all night long she leaves the coast at swiftest speed, outward bound for Bermuda. Vigilance is not relaxed. By day there are lookouts stationed aloft, and every craft like a steamer is carefully shunned; at night, again, lights are out as before; and so, day after day, until at length the tall beacon on Bermoothes flashes out its friendly blaze, the steamer runs in under the rocky shore, and the rattle of the cable over the bows tells that she is safely anchored in the roadstead.

In the early morning, with a negro pilot on board, the vessel steams tortuously through narrow channels among picturesque islands—some bald and wave-worn, and others crowned with snowy cottages nestling in groves of cedar, with weather-stained ruins and grim martello towers from which great cannon bristle—and rounding a point abruptly, comes at once in full view of the romantic port of St. George's, with its crowded shipping, its white and yellow limestone houses, its tropical trees, with their great broad leaves, its many skiffs and row-boats passing to and fro, and the grand old hill behind, with its signal-station and frowning battery. There the blockade-runners had no fear of Federal cruisers, albeit their ports might yawn and cannon bristle within pistol range.

At only one other spot on the globe could be seen in those days the same commercial features that made Bermuda attractive to those interested in keeping open the outlet for cotton. As at Nassau, so here, the attention of the stranger entering the harbor was at once attracted to the sharp and graceful outlines of the numerous lead-colored steamers that lay at anchor in the stream or moored alongside the wharves; and among all the miscellaneous shipping, but two flags were conspicuous—the Cross of St. George and the Confederate flag, the one with its crimson field and the other with its field of snowy white. The Stars and Stripes were not numerous, for fear of Rebel cruisers had induced the Federal vessels to seek the protecting

ægis of the British flag. On shore, long lines of cotton bales lay piled upon the wharves; vessels bound to trans-Atlantic ports were busily loading with the precious staple; gangs of stalwart blacks sweltered in the sun as they piled their cotton hooks. Then, if ever, the negroes of Bermuda had fallen upon "flush times." A crown was as easily earned as a shilling used to be. Boating seemed to be the favorite employment of both sexes. Fleets of skiffs and small craft of all descriptions thronged like bees around a newly arrived ship. Negroes of every size and hue clung to her sides and clambered up the rigging, anxious to earn a sixpence by putting passengers ashore. Ebony Venuses, in short frocks and palm-leaf hats with enormous brims, vied with greasy and dilapidated Sambos for customers. Six boats insisted upon carrying the same passengers.

The passenger who was fortunate enough to run the gauntlet of this rivalry successfully, did not find St. George's an especially attractive place. The hot sun streams up from the dazzling white of its narrow limestone street and is reflected again from the walls on either side. Houses, neat and substantial enough, but without architectural plan, are inconveniently placed in the path just where one wishes to go. Streets, lanes and alleys intersect each other in labyrinthian perplexity. The banana and pawpaw grow in most improbable places, and dispute with the cottages for their sides. Soldiers in red coats flash like flambeaux at every turn, and

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everywhere sailors, blockade-runners, citizens, merchants and lascivious mulatto women congregate like people at a fair. The plaza or open square is crowded with lazy negroes who have nothing to do; not far away, among the shipping, is a camp of black women, huddled like gypsies around their pots and fires, engaged in cooking for such as are hungry and not curious as to culinary secrets. Near at hand is the market wharf, crowded with fishing boats, whose sable proprietors skin huge fish with dexterous knives as easily as one draws off his glove. These will always give good weight for an extra price per pound. Trade is active in all the shops, and not one but what has some interest in the blockade. The beer and gin shops drive a thriving business; the clothing shops coin money; and in the larger establishments huge piles of blockade goods fill every nook and cranny. Every one has his hands full of business. Ships cannot bring supplies fast enough. Shops are repeatedly emptied and replenished. The large hotels cannot begin to accommodate all who apply, even though the charges are exorbitant. Supplies of coals constantly arrive for the blockade runners, and many a swift steamer that comes from England finds her most profitable venture in the direction of a Confederate port.

Such was the aspect of things in the once lethargic, staid old town of St. George's during the palmiest days of the blockade. Who will say that the social benefits derived equalled the pecuniary pro-

fits? What old resident did not shudder at the corruption that danced attendance upon a feverish trade. As every project and every venture, in those days, looked toward the southern coast, of course the inhabitants were intensely "secesh." More than one resident of the islands ran the blockade to fight the battles of the South. The songs of "Dixie" and the "Bonny Blue Flag" were heard everywhere. Even the negroes caught the infection, and sang how "Jeff Davis is a gentleman Abe Lincoln is a fool." Confederate papers were received semi-weekly. Confederate flags were chalked upon the walls and gateways. Pictures of prominent southerners and of Rebel cruisers adorned the photograph galleries. Almost every house had some memento of the Confederacy. British goods were always in great demand by the blockade runners, for they would have no dealings with Yankees. Accordingly in the shops could be found bushels of Connecticut pins and cases of Massachusetts shoes marked "London," elegant felt hats from New York labelled "Paris," and good, old Irish whiskey from New Jersey; for there were many articles that could be purchased cheaper in the United States than in Europe, and the laws of trade are inflexible—"the longest pole knocks down the most persimmons." And so quantities of these goods found place in blockade cargoes to the great profit of speculative patriots in the Northern States.

In that period of promiscuous scrambling for wealth, it was a relief to escape from this contaminating atmosphere of St. George's to shake the dust from the feet, and fly at a spanking gait over the hard lime road toward Hamilton. It is the regular mail route, and a finer road is seldom seen. It is a luxury to drive over such a road. The breeze almost always blows fresh from the ocean and tempers the heat of the ardent sun. Elegant equipages are encountered at frequent intervals, for they have fine carriages in Bermuda. The wheels fly around with a low, pleasant clatter as they reel off the easy miles, and the horses step off over steep ascent and level way alike, with a gait that never flags.

What more need be said in praise of Bermuda, or in descriptive detail? It is true that the flush times of the old blockading days have passed away. The golden gains they then enjoyed were as transitory as the so-called Southern Confederacy itself. The commercial fabric upon which many hopes were built has crumbled. The motley crowd of speculators and cormorants that thronged her streets is dispersed forever. Her wharves no longer swarm with shipping. Once more she has lapsed into the healthful quiet of her former peaceful life. The little colony lives and moves in blissful independence of the vexed questions that distract the world outside, unmoved by the turmoil of political strife. Happy is Bermuda! no longer vexed with the fever of excitement that was attendant on the blockade.

CHAPTER V.

INHABITANTS.

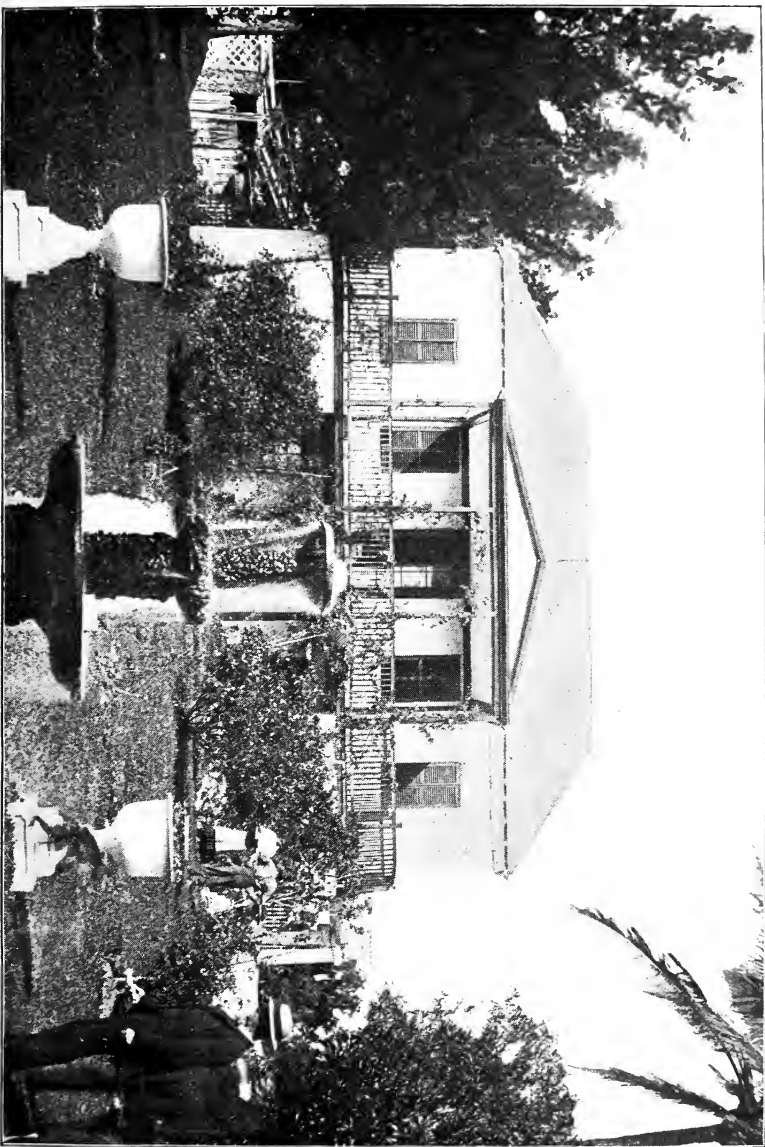
The white inhabitants of Bermuda are hospitable, well informed and agreeable. A stranger is at once impressed with the marked courtesy of the people. From the lowest to the highest, one will receive the most polite attention. A simplicity almost arcadian characterize their manners, especially those of the women. Many who have led very circumscribed lives, who have never been away from Bermuda, possess an ease and grace which would do credit to those of the most polished society, arising apparently from perfect faith in others, and an earnest desire to add to their pleasure in every possible way. In matters of etiquette, they resemble their English ancestors, and are generally much more exact than the Americans; this is due to the fact, probably, of their association with the British military and naval officers, a large number of whom are always stationed here.

They are a comfortable, well-to-do set of people, with here and there a family possessing ample means. As in England, property, especially real

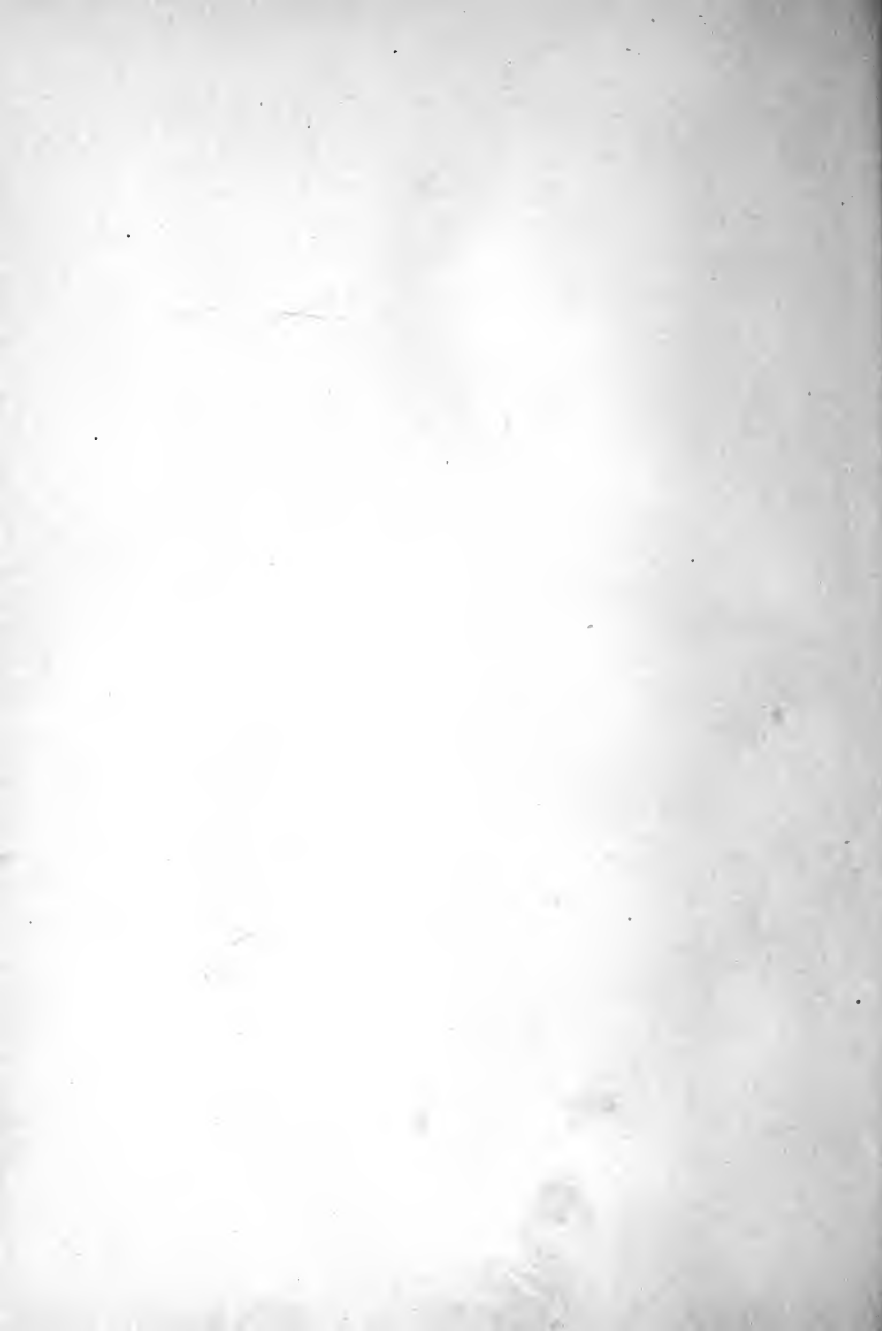
estate, remains in the same family for a long period ; some of the descendants of the original settlers are to be found possessing lands that have never passed out of their family. The population of the islands reached its highest figure in 1780, when it was estimated at 15,000, it afterwards dwindled down to 8,500, at which figure it stood in 1837. Since then it has gradually risen to its present number of about 14,650, of whom 60 per cent. are colored persons.

Slavery, introduced in the early colonial days, was abolished in 1834, Bermuda being the first colony to advocate immediate rather than gradual emancipation. The laws recognized both Indian and Negro slavery, and, to a certain extent, also white, for many of the early white settlers were bondmen, and the child of a debtor could be sold at his fathers death and held as bondman until the debt was paid. There never was any large plantations here as in the southern states, and the institution was undoubtedly a milder form than in the states. The more intelligent, learned trades, or followed the sea, and many could read and write. The importation of Negroes from Africa ceased a long time before the abolition of slavery, this, together with the admixture of the Indian with the Negro, may account for the improved type of physiognomy one encounters here.

The faces of some are fine, and many of the women are really pretty. They are polite, about as well dressed as anybody, attend all the churches



BERMUDA RESIDENCE.



and are interested in the schools, have their own secret and benevolent societies and are just as improvident and lazy here as elsewhere. If they have any money, work is uninteresting to them; when utterly destitute, they are ready to improve their finances, but when pay day comes they are quite apt to retire from business, and spend their earnings, running the risk of again finding employment, and most of them live in this make-shift way all their lives. A strong feeling of prejudice exists here against the colored people, the same as in the states. There is no place that the writer has ever visited, either in the Southern States, West Indies or South America, where the colored race has made the progress in civilization, or have attained as high a state of development, as they have on these islands. The Bermudians pride themselves on the fact that there are no beggars, or any such thing as pauperism here, there may be poverty in Bermuda, but squalor or absolute want does not exist there, and one of the first things that strikes the visitor is the appearance of ease and well-to-do comfort that pervades the islands. Instead of the tumble-down shanties that deform and defile the rest of the world, here the poorest Negro appears to dwell in marble halls. The houses of the richest and the poorest are built of the same material, a snow white stone of coral formation, which underlies every foot of soil on the islands. When first quarried, it is so soft that it is cut up into blocks with a hand saw, for it cuts easier than

wood. It hardens when it is exposed to the air, and is so durable that a house built of it will last for centuries. There is no rubbish, dirt, mud or dust here, and together with the well-kept grounds, it gives an impression of affluence and elegance that is not seen elsewhere.

MANNERS AND CUSTOMS.

Life is not nearly as dull in Bermuda, as might be supposed, there are plenty of out-door amusements, driving, rowing, yachting, cricket, croquet, dinner parties and balls enliven the time, especially in the winter. As Bermuda is a British Army and Navy Station, it has a society remarkably good, superior to what may be found in any other winter resort. There are usually two regiments stationed here, and in the winter season it is the station for the North American fleet, this gives a certain tone to society. The officers of the army and navy, church and state have led a life of so much variety and action, that talking with them is like a chapter in a fascinating novel, so full are they of incidents and adventures they have encountered in their varied experiences all over the world. Equally at home in courts and camps, they have served their country in the chair of state, as well as on the field of battle. Many of them have been in every country on the globe, and have seen foreign life under its best aspects. On the sands of Africa, on the burning plains of India, on the bloody fields of

Russia, Turkey and Egypt, they were known as men who never flinched in danger, but were ever ready to lay down their lives at their country's call. Meeting such people here is one of the charms of Bermudian society.

Strangers bringing letters of introduction will meet with ample attention and visitors generally will be treated with every courtesy. Some of the most lovely and desirable residences on the island are owned and occupied by Americans. At "Fairy Land" resides General Hastings, formerly of the U. S. Army, who was severely wounded in the late civil war. Mrs. Hastings is a neice of ex-President Hayes; they are also very hospitable and kind in entertaining visitors. If the moon and tide are right, one of the most beautiful sights that can be imagined is presented at Fairy Land. You row into little coves, then into what seems to be lakes, then around islands into inlets, where in the mangroves, every leaf glistening in the moonlight, you can almost see the fairies dancing.

In the early days of the settlement, the clergy seemed to have exercised considerable social influence in the colony, but the action of some of them later on, of disavowing their allegiance to the Church of England, throwing in their influence with the Puritan party, and conducting themselves with intolerance toward the people caused the little community to be embittered by sectarian difference.

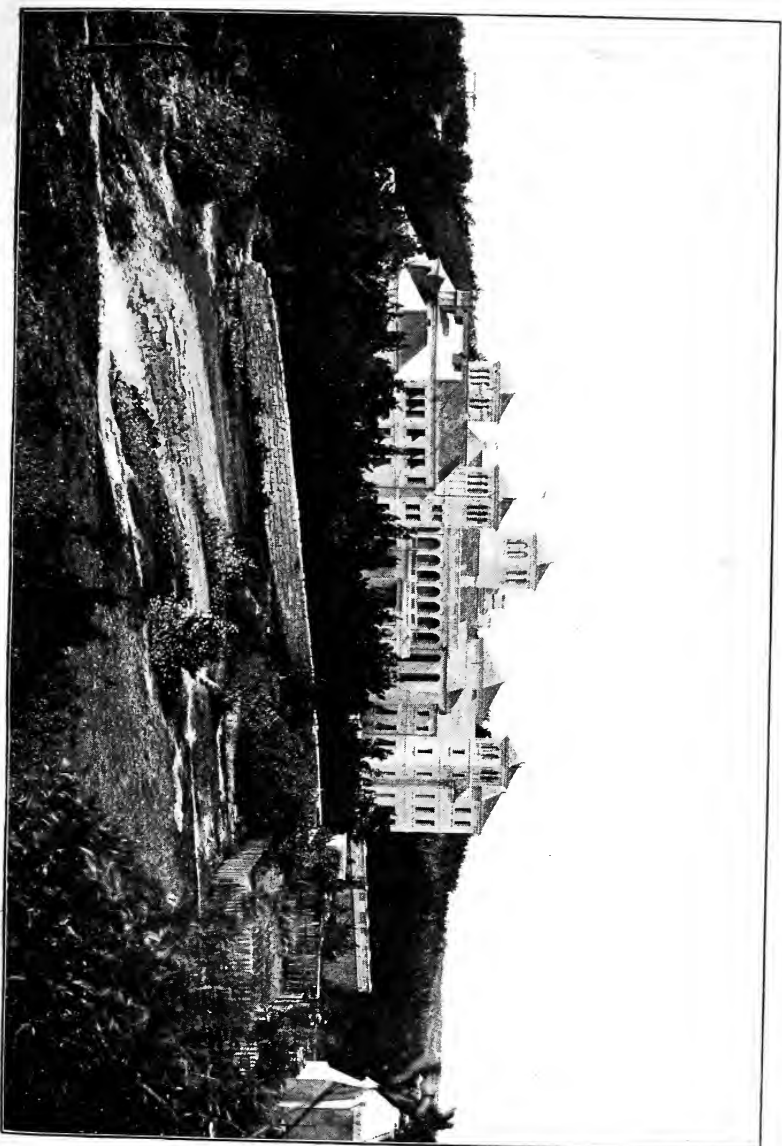
Many more Americans would probably come here to reside if they were allowed to purchase real estate, but on this matter the government is very strict. No alien can own or inherit real estate in Bermuda, and Americans seem to have an antipathy against being naturalized.

The governor has a reception every Wednesday at the government house, Mount Langton, his residence. The learned judge, the jovial marine, the sedate parson, and the doughty colonel all mingle here. The conversation may, or may not, be indifferent; you may hear the household gossip, or talk about India during the rebellion, about China, the scenery of Jamaica, the gay life at Malta, or of dear old England. There may be music from the regimental band, and so the time passes until refreshments are announced, which are served in the pretty dining room overlooking the sea.

As the number of visitors increase, it cannot be expected, as a rule, that they will receive the same special attention, which the earlier visitors to Bermuda have had, when the number of tourists were much smaller.

GOVERNMENT.

Since 1685, at which time the charter of the company expired, and the proprietary form of government ceased, Bermuda has been a crown colony. The government is administered by a governor, council and house of assembly. From the



GOVERNOR'S RESIDENCE.



fact that Bermuda occupies such an important place as a military and naval station, being second only to Malta, it is deemed advisable to fill the office with a man sufficiently conversant with military affairs, to command any land forces which may be stationed here. Bermuda is so absolutely isolated that exigencies are liable to arise in which the action of the governor may be of the greatest political significance; hence the office demands a man of varied talent. The governor acts so largely on his own responsibility, that he has the right of veto, and no bill can pass the assembly without his consent. The governor is appointed by the Crown, and is now usually a general officer of the Royal Artillery or of the Royal Engineers. He is paid mainly by the Imperial Government, the colony contributing only a small amount towards his salary. He holds office for six years. The council is composed of ten members, appointed by the Imperial Government for life. The present house of assembly is an elected body of thirty-six members. Bermuda is divided into nine tribes or parishes, from each of which four representatives are sent to the assembly.

The opinions of an impecunious man are regarded as politically worthless, and he is not therefore entitled to the ballot, until he owns real estate worth £60. If he aspires to be an assemblyman he must possess four times that amount in real estate. The colored people have the same civil rights as the

whites, and although they outnumber the whites two to one, yet there are not one-third as many colored voters as white. It is the property qualification in the Bermudian form of government that is most admired by American visitors, that come from states that are under Ring and Boss rule, the result of universal suffrage.

The assembly usually convenes on alternate days in summer. The opening is quite an affair. The governor, dressed in uniform, makes his speech, the different officials appear in their uniforms, and the soldiers enliven the scene.

EDUCATION.

One of the greatest needs of Bermuda is a good system of public schools and trained teachers. All the educational work is done by a few earnest people whose labors are unappreciated and poorly rewarded. There is an annual grant provided by the assembly of £1,200, an inspector of schools whose whole time is devoted to the duties of his office, and a local board of education. Most of the pupils pay a tuition fee of 6d. per week, though no child would be excluded if unable to do so, for education is compulsory. The public schools are almost wholly attended by colored children. The antagonism of races is very strong; the whites absolutely refuse to attend the same school with the blacks, where the latter would be in a

decided majority. Those who can afford it hire private tutors or send their children abroad to be educated.

RELIGION.

The Episcopal is the established church here, and more than one-half of the population are of that denomination: they have nine parish churches and two chapels of ease. There are one Roman Catholic, two Presbyterian, nine Wesleyan, one Methodist Episcopal and one Reformed Episcopal chapels. According to the census, taken in 1881, the religious professions of the inhabitants are as follows: Church of England, 10,003; Wesleyan, 1,672; Methodist Episcopal, 752; Roman Catholic, 391; Reformed Episcopal, 208.

The Bermudians are a church-going people, and all the churches are well attended. The general appearance of the congregation is not unlike that of a New England country audience, with faces a trifle less care-worn. The preaching is peculiarly simple, with no suggestion of sensationalism or radicalism in it.

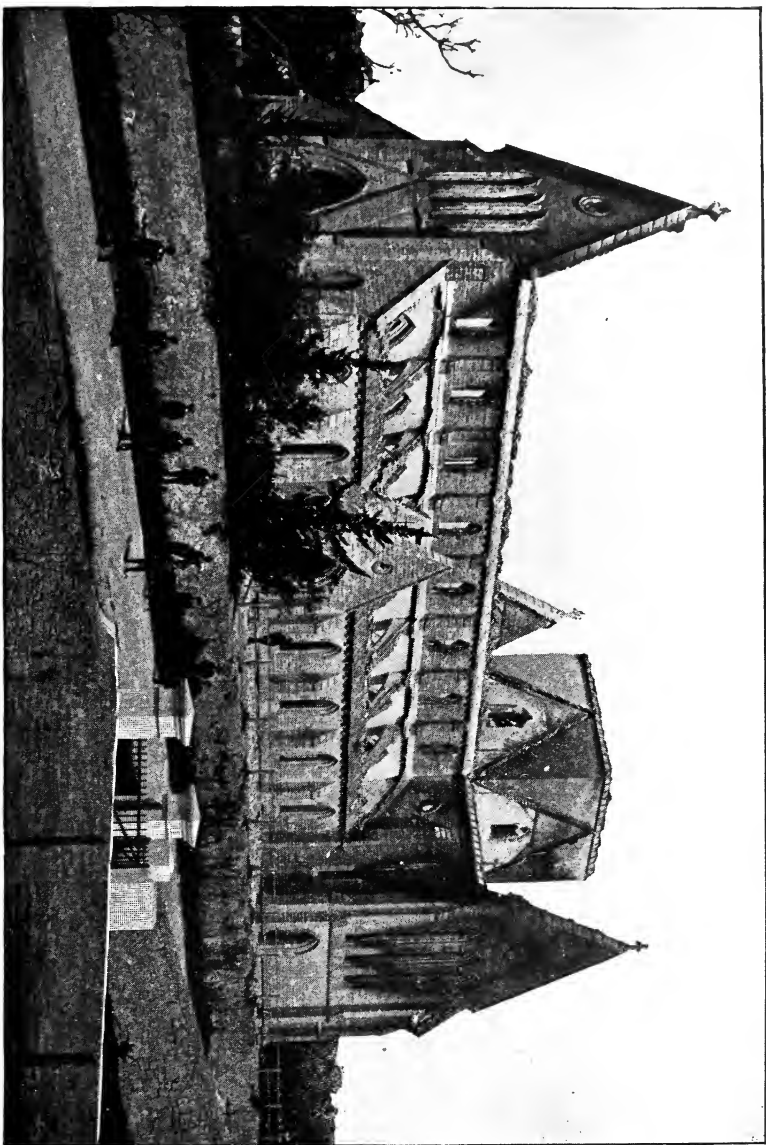
The churches are very plain, built generally in the form of a cross, surrounded by the church-yard with its dead. The oldest church is St. Peters, at St. George's, occupying a commanding site in the old church yard. There are several handsome memorial mural tablets. The communion plate of massive silver was presented by King William III.

in 1684, and the silver christening basin was the gift of Governor Wm. Browne, a loyalist refugee from Salem, Massachusetts. The new church is being built on the Government House grounds. The style is early English, with a tower rising in the intersection of nave, transept and chancel.

Trinity Church of Hamilton, known as the Cathedral or "chapel of ease," was very beautiful in all its parts, and thorough in all its details, it contained several beautiful memorial windows, composed of stained glass; it was by far the finest building on the islands, and would have been considered an ornament to any city. It was erected at a cost of £12,000 in 1850, and destroyed by fire early in the morning of Sunday, January 27, 1884. It was supposed to have been the dastardly work of some miscreant, but what object could have been gained by perpetrating such an outrage it is hard to tell. A new cathedral is now being built on the site of the old one.

MILITARY AND NAVAL.

Bermuda stands in the centre of the Atlantic, singularly and peculiarly situated by nature. Encircling the islands is a chain of coral reefs and sunken rocks, through which is only a limited number of navigable openings, and these are intricate and dangerous unless buoyed and traversed under the guidance of experienced pilots. These



RUINS OF TRINITY CHURCH.

natural defences, are supplemented by heavily armed forts and batteries, at suitable points, which command the entrances through the reefs, and all the principal channels. In case of necessity, all buoys would be removed, and the channels lined with torpedos, of which there are large quantities at hand, to be used as the case required. This makes of Bermuda a naturally impregnable fortress, one of Englands most powerful strongholds, second only to Gibraltar, in being the strongest fortified place in the world. A stranger coming here wonders why this speck of land in the midst of the Atlantic Ocean should require a fort on every exposed point, why there should be batteries and martello towers at every turn, and why red-coats and marines should meet you at every corner. But it should be remembered, that this is the rendezvous for the British fleet, in all these waters, and here vast quantities of arms and ammunition are stored. The importance of Bermuda, as a British possession, is irrespective of its dimensions or commercial relations, for, situated as these islands are, being within two days sail of any of the ports on the Atlantic coast of the United States, and about midway between the British possessions in the West Indies and North America, it cannot be questioned, but that, in case of a war with the United States, Englands strong position here would give her an immense advantage, for these islands would be of the greatest importance, as a base of naval operation against that country.

According to the earliest records, great attention has been given to the defences of these islands, from the date of the first settlement to the present time.

The standing orders of the Bermuda Company, constituted the whole male population of the islands a militia, for the defence of the place, with the governor as captain general. After the expiration of the company's charter, a militia act was passed by the colonial legislature, ordering that every male inhabitant, between the ages of 15 and 60 years, should do military service. The militia consisted of nine companies, to which, in 1707, a troop of horse was added.

The important nature of the fort and batteries erected immediately after the settlement of these islands, can be seen by referring to the engravings of the Bermudas, as shown in Captain John Smith's "*General Historie of Virginia, New England and the Summer IIs,*" published in 1624, a reproduction of which we have inserted in this work. The forts and batteries were erected, manned and provided with munition of war by the early settlers, in order to protect themselves from the Spaniards, pirates and buccaneers who abounded in these seas at that time.

It appears that it was not till after the American revolution that the British Government discovered the great strategic importance of these islands. As a matter of fact, it was the loss of her thirteen American colonies that enhanced their value as a

strong military and naval position. Mention is made of the presence of the Royal Artillery in 1783, and in 1797 seven companies of the 47th regiment arrived from New Providence, and since that time Bermuda has been garrisoned by regular troops. It was at the close of the civil war in America, that the Imperial Government made the largest expenditures on the military defences. It was then that the present system of elaborate fortifications, of such immense strength that there is nothing equal to them out of England, was commenced, and Bermuda, hitherto attached to the Halifax command, was erected into a separate and independent one.

There are commodious barracks for the troops at St. George's, and an airy, convenient camp at Prospect Hill, a high commanding position nearly in the centre of the island, near Hamilton. In addition to the headquarter stations of Prospect and St. George's, there are detachments of troops at Ireland Islands, Boaz and other points, and a rifle range at Warwick.

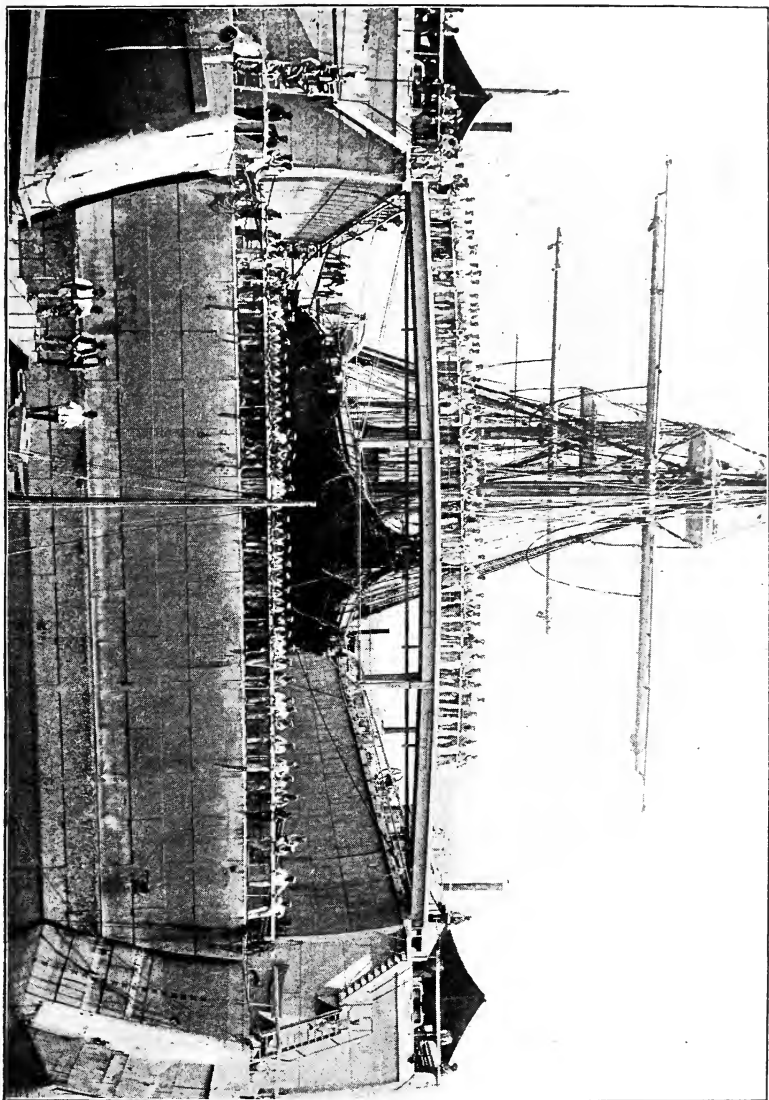
In 1794 Captain Hurd reported to Admiral Murray the importance of Bermuda as a naval station, this fact was recognized, and the preliminary operations for the establishment of a dock-yard were commenced in January, 1810, on Ireland Island. Skilled artisans were despatched from England to direct and superintend the slave labor, by which the work was to be done. In 1842 it was decided to substitute convict labor in these operations, and

three hundred convicts were sent out from England as a commencement ; these were gradually increased by fresh arrivals until, in 1848, they numbered over 1,500. They were distributed in hulks, in the Camber of the dock-yard, and in prisons erected on the adjoining island of Boaz, now used as barracks. In 1861, it was determined to abolish the system, and successive drafts were sent to Australia and England. The last in March, 1863, closed the convict period in the islands.

From first to last over 9,000 convicts arrived in the colony, and above 2,000 of them died, the yellow fever epidemic of 1853 falling heavily on the convict establishment.

Ireland Island contains an important arsenal and a commodious "Camber" or open basin, formed by the erection of a breakwater, which accommodates a large number of vessels along the wharfs.

There is a steam factory of the first class, and every facility exists for repairing boats and ships of the largest size. The fortifications are extensive and formidable, and under existing conditions of attack may be considered impregnable. A number of men-of-war, including the flag ship of the North American fleet, rendezvous here every winter. Exclusively of these is a captain, superintendent and a staff of naval employes, including about two hundred seamen, one hundred and fifty marines and nearly eight hundred dock-yard laborers. This important position required only the addition



THE GREAT FLOATING DOCK.



of the famous floating dock to render it complete. It was launched in Sheerness in 1868, and was towed across the Atlantic and brought into its present position after an exciting voyage of fifty-six days.

It is 381 feet long, 124 feet broad and 74 feet deep, with forty-eight water tight compartments. This enormous structure is said to be the largest of its kind in the world, and will receive the largest iron-clad built. It weighs over 8,200 tons, draws when light 11 feet of water, and when sunk 50 feet; it took two years to build, and cost about a quarter of a million sterling. There is every facility for the reception and rapid repair of vessels, and for the dock itself to be hauled over for cleaning and repairs.

One of the main objects of the defence of the islands is the protection of this valuable dock-yard; and the approaches to it are guarded by numerous heavily-armed forts and batteries. In addition to these forts and batteries which are built and fixed according to an elaborate plan, there is a large submarine mining establishment, by which torpedoes and other subsidiary means of defence can be put down at short notice, and movable road batteries are prepared to supplement the stationary defences, and to command points where landing by boats might be attempted on the south side of the island. No foreign power has ever conquered these islands, and probably never will as long as England remains mistress of the seas.

CHAPTER VI.

AGRICULTURE AND COMMERCE.

Although three crops of vegetables can be produced annually, still agriculture is in a very backward state. In the early days of the colony, when its affairs were under the control of the Company, large crops of tobacco were successfully cultivated, and became the principal article of export to England. During the 17th century, a brisk trade in oranges and lemons was carried on, but, of late years, agriculture has received but little attention, and is chiefly confined to raising onions and early potatoes for the New York market. The descendants of the early settlers appear to have gradually lost much of the agricultural knowledge of their forefathers.

The great fertility and prodigious growth of vegetation in warm climates, when compared with the northern parts of the world, is almost incredible, so that even now, with a few patches only that have been subjected to cultivation, such is the productiveness of the soil, that the exports of the colony are surprisingly great. If the valleys and other

places sheltered from the wind were to be planted with bananas, oranges, plantains, lemons, figs, shaddocks, pineapples and other tropical fruits and vegetables, there is no doubt but that a profitable business could be done in supplying the visitors that are annually resorting to these islands. As it is, there is not near fruit enough raised to supply the home consumption.

The present prospects of agriculture in Bermuda command serious considerations, especially as New York is now drawing largely on Florida for its early vegetables and fruits. Florida is fast filling up with an industrious and progressive population from the northern states, who devote their attention entirely to agriculture, besides new lines of railway are being constructed all over that state, so that produce can be shipped to the northern markets in less time than it can be sent from Bermuda by steamship to New York. Agriculture was at first the leading pursuit in Bermuda, but was gradually abandoned for ship building, and the manufacture of salt at Turks Island. Bermuda was largely engaged at one time, in the West India trade, and carried on a large commerce with the British Provinces and the United States, in vessels built of their native cedar; with the abolition of slavery, the rise of ship building in the Provinces, and other causes, the trade gradual'y slipped away.

CLIMATE.

Bermuda enjoys one of the finest climates in the world, situated, as it is, in mid-ocean, on the south-eastern margin of the Gulf Stream, that sweeps along between the island and the American coast, it is entirely free from frost. The cold, wintry blasts that come down from Manitoba and Dakota, extending even to Florida, are, after passing over the warm waters of the Gulf Stream, warmed, and this accounts for the fact that, although Bermuda is but one-half as far south from New York as Florida, yet it enjoys a far more equal climate than any place in the United States, either on the Atlantic or Gulf coast.

August and September are the hottest and most disagreeable months, owing to the enervating southerly winds. There is, however, almost invariably a good breeze from some quarter, and the nights and mornings are cool and delightful. Sun-stroke is unknown. The mercury seldom rises above 85 degrees, or falls below 50 degrees, while the average is about 70 degrees. Bermudians sit on their verandas throughout the year, and the majority of the people never think of a fire, except for cooking purposes. Only in the better class of houses are fire-places provided, and a fire is enjoyed occasionally, in the colder days of winter, and is useful to counteract the dampness.

Strangers who resort here, in the winter, generally speak highly of the climate. The worn out

and exhausted business man and the aged, generally find the place most agreeable and appropriate for a lengthened stay. The islands are noted for the longevity of the native population, especially of the whites.

There seems to be no diseases peculiar to the climate. Consumptives often resort here, but seldom derive that benefit which they experience in a dry climate. The climate seems to be especially beneficial to those afflicted with rheumatism, bronchial and nervous diseases. Bermuda has suffered several times from yellow fever, but in each instance, so far as it could be ascertained, it was brought there from other ports; the last attack was during the civil war in America, when the country was full of vicious and filthy men, congregated here from the West Indies and Southern ports. So well situated are the islands, that there is no excuse for defective drainage or quarantine.

The clothing best suited to the climate in the winter season is the same as is worn in the United States or England in the early spring or late in the fall. In the summer season the very lightest clothing should be worn, ladies find muslins and thin wash materials most desirable, and they are worn quite late in the fall. The dresses should be very simple in material as well as style.

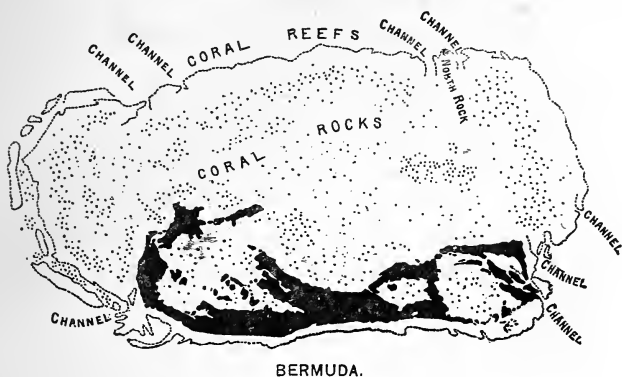
GEOLOGY.

Bermuda, geologically speaking, is an "atoll," a ring of coral reefs surrounding a central lagoon. This coral structure is of a recent formation, and rests on the top of a submarine mountain. What the basis on which the reefs rests may be, there is no means of telling; in fact its having the form of an atoll precludes the possibility of doing so. There seems but little doubt, according to competent authorities, that the atoll form is due to the entire disappearance by subsidence of the island round which the reef was originally formed. The abruptness and isolation of this peak, which runs up a solitary cone from the level bed of the Atlantic to a height of about three miles, or about equal to that of Mont Blanc, is certainly very unusual, and the most reasonable theory is that the kernel is a volcanic mountain, comparable in character with Pico in the Azores or the Peak of Teneriffe. It would appear that the outer edge of the mountain summit, now represented by the ring of coral reefs, was among the first portion to attract and arrest the wandering zoophytes of the surrounding currents.

The coral barriers thus reared are much the same as those of similar reefs in the Pacific, and is the farthest from the equator of any coral island in the world, being almost on the limit of the region of reef building corals. The general form and position of the reef and its islets are shown on the accompanying map, and, although an elevated atoll, the emerged

land, about fifteen miles in length, is confined to the side facing southeast.

The Bermuda Islands, in common with most other coral islands, are formed by the raising of the weather edge of the reef above the level of the sea.



This appears to be accomplished, in the first place, by the agency of the waves alone, for the coral rock is never formed far out of water, as the insect in a few minutes of exposure to the air melts into slime. The beach is first formed on the reef in the following manner. Fragments of coral and shell fish, many of them with the inherent power of increasing and cementing themselves together through the growth of the living things which invest them, are piled upon one another until they reach the highest point accessible to the sea in storms, then every breaker of the eternal surf grinds the coral and dead shells into a fine coral sand, and the moment the ridge appears above water, a beach of

coralline sand is formed. The top of the beach dries at low water, and the sand is blown on, first among the crevices of the breakwater already formed, which it widens and strengthens, and then over the breakwater to the ledges and reefs beyond, which it tends to raise to the surface. In this way, in all coral seas, islands have a tendency to form along the windward edges of annular reefs. The windward island then forms a shelter to the leeward portion of the ring, depriving it of the main source of its elevation, the piling up of fragments by the waves; so that on the leeward side we usually have more or less of the reef remaining submerged, and any passages of communication between the central lagoon and the outer sea.

There is a wonderful "sand-glacier" at Elbow Bay on the southern shore of the main island, where these processes can actually be observed. The sand has entirely filled up a valley, and is steadily progressing inland in a mass about 25 feet thick. The glaciis is very regular, and on its path upward from the beach, this "glacier" has overwhelmed a wood of cedars and also a house, all that now remains of it is the top of one of the chimneys projecting above the white sand like a tombstone, with a great bush of oleanders drooping over it.

The prevailing wind which is from the south-west was an important factor in the advance and arrangement of the atoms of which these islands are formed, continually sweeping up fresh deposits of the coralline sand, drying it and blowing it onwards

in drifts or sand glaciers. Thus the southern boundaries of the land were extended, while the northern margins, being to leeward and not so liberally supplied, wore away, subsided and retreated, until at the present time as much as ten miles of

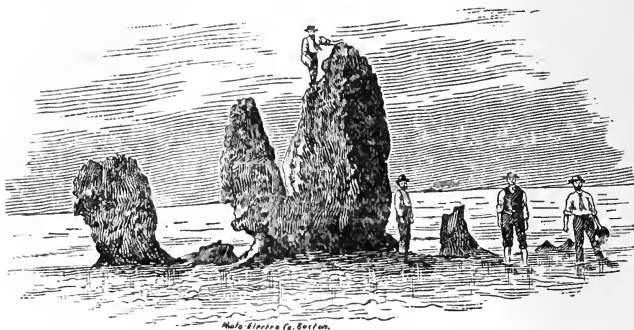


CHIMNEY OF A HOUSE BURIED IN SAND.

water at some points intervene between the reef and the existing coast line. The north rock composed of a harder material stands as a proof of the former extent of dry land to the northward of the lagoon. It is the sole surviving monument of a Bermuda which has ceased to exist, and is a group of pinacles, the loftiest only 15 feet high, which rises

from the outer reef at about eight miles distant from the land, where, having been buffeted by the storms of countless ages, it is slowly yielding to the doom of inevitable disintegration.

Bermuda is, as we have shown, composed entirely of calcarious rocks derived from broken coral and



NORTH ROCK.

shells. These rocks vary in texture from loose sand to compact limestone, the different varieties are irregularly associated and without any order of superposition.

The process by which free coral sand is converted into limestone is very simple, and involves no great lapse of time. The sand consists almost entirely of carbonate of lime, and is easily soluble in water containing carbonic acid, such as rain water, which derives the acid from the atmosphere. The rain falls upon the surface of the sand, takes up a little lime in the form of a bicarbonate, and then, as it sinks in, it loses the carbonic acid and itself evapo-

rates, and it leaves the previously dissolved carbonate of lime as a thin layer of cement, coating and uniting together grains of sand. The rocks remain then permeable to water and soluble, so that this process of solution and deposition goes on constantly. The extreme result is a marble-like limestone.

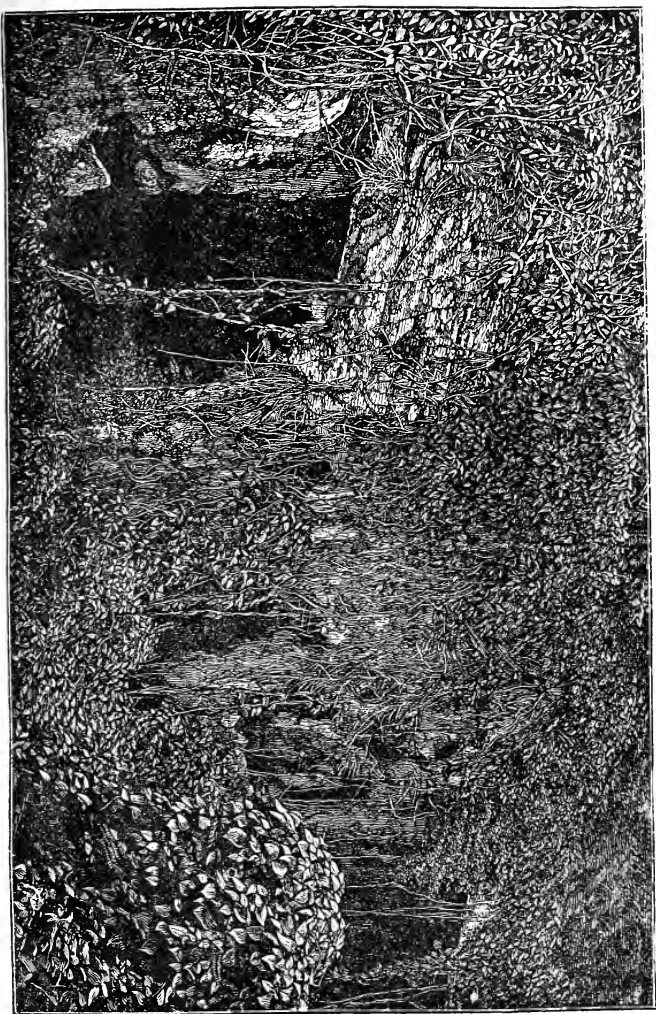
There are no minerals on these islands except what is contained in the red earth which forms the surface soil; this is composed of peroxide of iron and alumina, silica and some earthy phosphates. These substances are to a very small degree soluble in water charged with carbonic acid; consequently, after the gradual removal of the lime contained in the coral sand by the rain water, a certain sediment or ash, as it were, is left behind, extracted by the shell forming zoophytes from the water of the ocean; this residue amounts to about one per cent. This may seem a very small proportion, but it must be remembered that it represents one ton in every hundred tons of material removed by the action of water and the atmosphere; and the evidence of denudation on a large scale, are every where so marked, that even were some portion of this one per cent. residue further altered and washed away enough might be left to account fully for the whole of the red earth.

It forms a very fertile soil and when treated with nitrogenous manure, such as that from the farm yard, will grow almost any thing, only clay is wanted to make the soil more retentive of moisture.

This red earth mixed with vegetable soils and decayed wood, is frequently found in quarries at a depth of from fifteen to thirty feet beneath the solid limestone; this is accounted for by the sand glacier that has crept over it, the advancing waves of sand having enveloped in their course from time to time intervening objects, and becoming in its turn hardened over them.

Vegetable soil has also been found at a great depth below the level of tide water. This is a direct evidence of subsidence, and the most satisfactory proof was given when the bed was prepared for the great floating dock at Ireland Island, it was necessary to make an excavation in the Camber extending to a depth of fifty feet below low water. First they came in the cutting of twenty-five feet below the surface, to a bed of calcarious mud, five feet thick, forming the floor of the basin, next to loose beds, twenty feet thick, of coral sand mixed with shells forming a freestone, beneath this at a depth of forty-five feet from low water mark, there is a bed of a kind of peat, and vegetable soil, containing stumps of cedar in a vertical position, and the remnants of other land vegetation with the remains of several birds; the peat was ascertained by boring to lie upon the ordinary hard base rocks. Instances have been repeatedly recorded during the last half century of vessels' anchors having dragged up in different places within the barrier reef, and also at Hamilton and St. George's harbors, portions of cedar trees especially

ENTRANCE TO CONVOLVULUS CAVE.



the roots having the appearance of being torn from their original positions.

About the year 1869, submarine blasting was carried on at the entrance to Hamilton harbor in order to deepen the entrance channel, which revealed the fact of a cavern existing at a depth of over six fathoms, containing stalactites and red earth.

Now it is very clear that the peat, cedar stumps, and vegetable soil, found at Ireland Island, and the stalactite cavern and red earth found beneath the harbor, were at one time above water, which in the latter case even if the cedar trees, grew in the earth at the level of the ocean, would raise the islands forty-two feet above their present elevation; sufficient to bring the whole bottom of the lagoon extending from the shore to the outer barrier reef above water.

As caves are usually found in all limestone districts, Bermuda is not an exception to this rule, the islands contain many large vaulted chambers, hollowed out of the rock by the removal of its material by running fresh water, or by the action of the sea. This process is more rapid in coral islands than it is where the rock belongs to one of the older formations. The entrances are usually small crevices in the rock, often almost masked by vegetation, such as is shown in the illustration of the *Convolvulus* Cave, which derives its name from the glorious mantle of flowers with which the entrance is covered.

THE AQUARIUM.

The Bermuda Natural History Society in 1907 secured control of Agar's Island in Hamilton harbor, together with its docks, landings, residences and storehouses recently used for the storing of munitions of war. The former powder magazine here is a massive structure of masonry, built in the hillside. In dimension it is 150 feet long by more than 100 feet in length, roofed over with earth and surrounded by a deep moat open to the sun. It consists of 10 deep alcoves with heavy arched ceilings, opening up a central passageway. This structure has been turned into a public aquarium. The moat has been divided into compartments by cross partitions to furnish the necessary tanks; large window holes cut through the walls of the alcoves and filled with heavy plate glass furnish from 20 to 30 aquaria of the grotto type.

The rarest and most beautiful tropical fishes are here seen in their native waters, as is to be seen in any part of the world. Every visitor to Bermuda should visit this famous aquarium, which can be easily reached by boat at the foot of Queen street, or from the Princess Hotel.

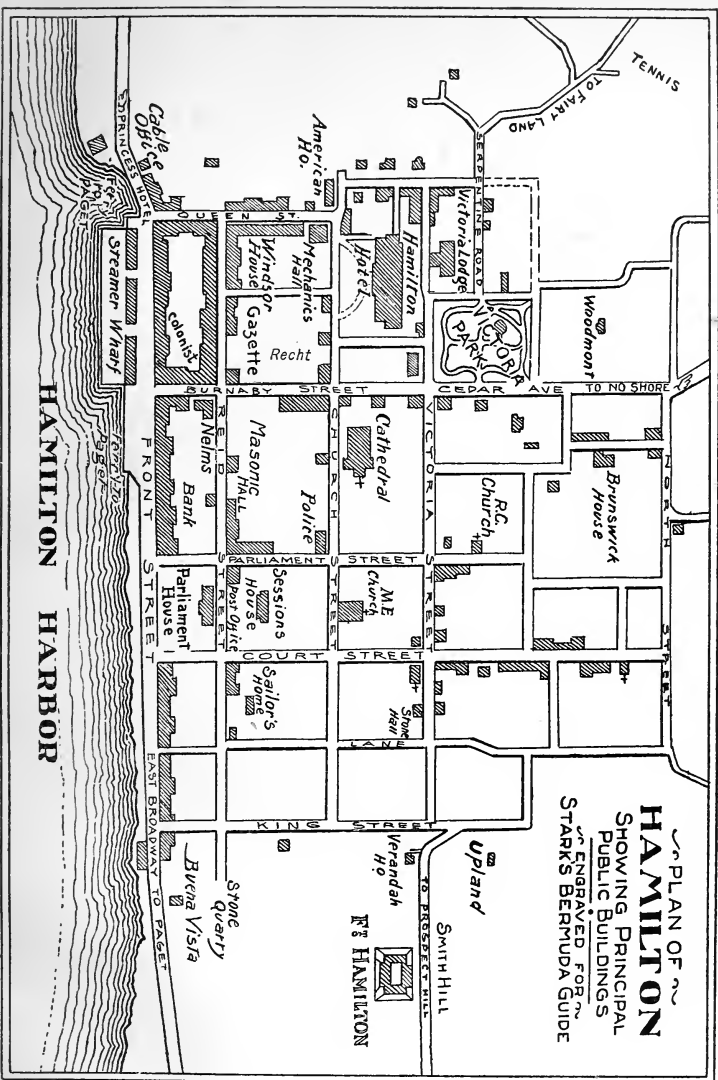
CHAPTER VII.

HAMILTON.

Visitors on landing at Hamilton will find it to their advantage to secure board and lodgings at that place, for it is the most central location on the islands, and excursions can be made from there to any part of the islands and return the same day.

There are two towns in Bermuda, Hamilton and St. George's, the former is the capital and principal town, and contains about 2,000 inhabitants. Hamilton does not lie upon the sea as one would expect, from the small size of Bermuda but on a harbor almost landlocked. It is laid out quite regularly, and is situated on the southerly side of hilly land facing the harbor. It is named after Governor Hamilton, under whom the change of the seat of government from St. George's was determined in 1793. The site was purchased, and the corporation had vested in them the right of selling and conveying town lots. The assembly met at Hamilton, Jan. 21, 1815. The water privileges of the corporation form its chief

PLAN OF
HAMILTON
 SHOWING PRINCIPAL
PUBLIC BUILDINGS
 ENGRAVED FOR
 STARKS BERMUDA GUIDE



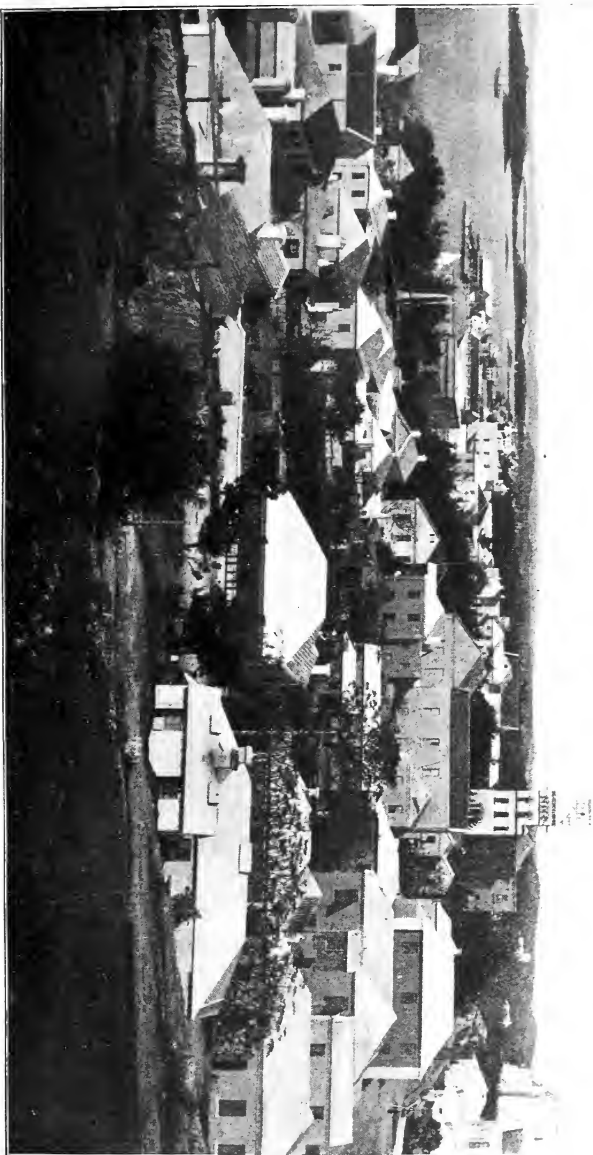
HAMILTON HARBOR

source of revenue. The main frontage has been lined with masonry, and three large iron sheds erected, with tanks and brick floor, for the accommodation of vessels landing their freight. Front street contains the principal places of business, and as its name would signify fronts the harbor. There



INDIA RUBBER TREE.

are several substantial residences and public buildings in Hamilton, such as the "Sessions House," situated on a hill east of Trinity Church, having on its basement floor the Court House, in which the assizes are held, and above, the House of Assembly. Below the hill on which the Session's House stands is the "Public Buildings," erected in 1839.



VIEW OF HAMILTON.

Here is the "Custom House," "Colonial Office," "Public Library," "Council Chamber," and on the upper landing is a small museum containing natural history specimens, etc.

The small area in which the public building stands is tastefully planted with trees, one of which, a cedar, was planted by Prince Alfred in 1862. The memorial obelisk to Governor Reid also stands near.

There are many private gardens in the vicinity of Hamilton that are exquisitely laid out, and kept in perfect order, some of them contain magnificent specimens of the India Rubber tree, one very near the Hamilton House can be seen that was sent here thirty-five years ago from Essequibo; it is now grown to be an enormous tree, the trunk twelve feet in circumference, running up three or four feet from the ground, and then dividing into five large limbs, rising in all nearly fifty feet from the ground, and covering with its dense shade space all around of at least seventy feet. A good idea of the tree can be formed from the accompanying illustration.

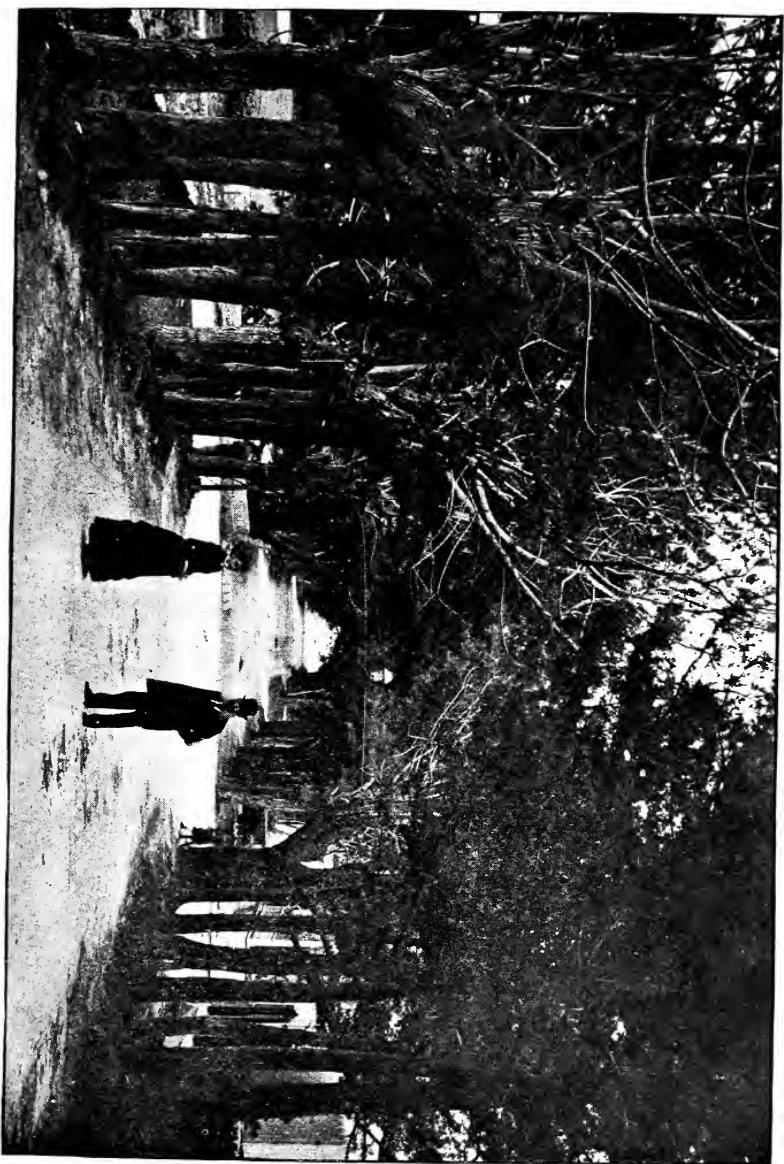
MOUNT LANGTON.

There are several interesting localities within easy walking distance of Hamilton, which will repay the trouble taken in reaching them. The roads leading from Hamilton into the country are exceedingly picturesque, and are bordered by many fine

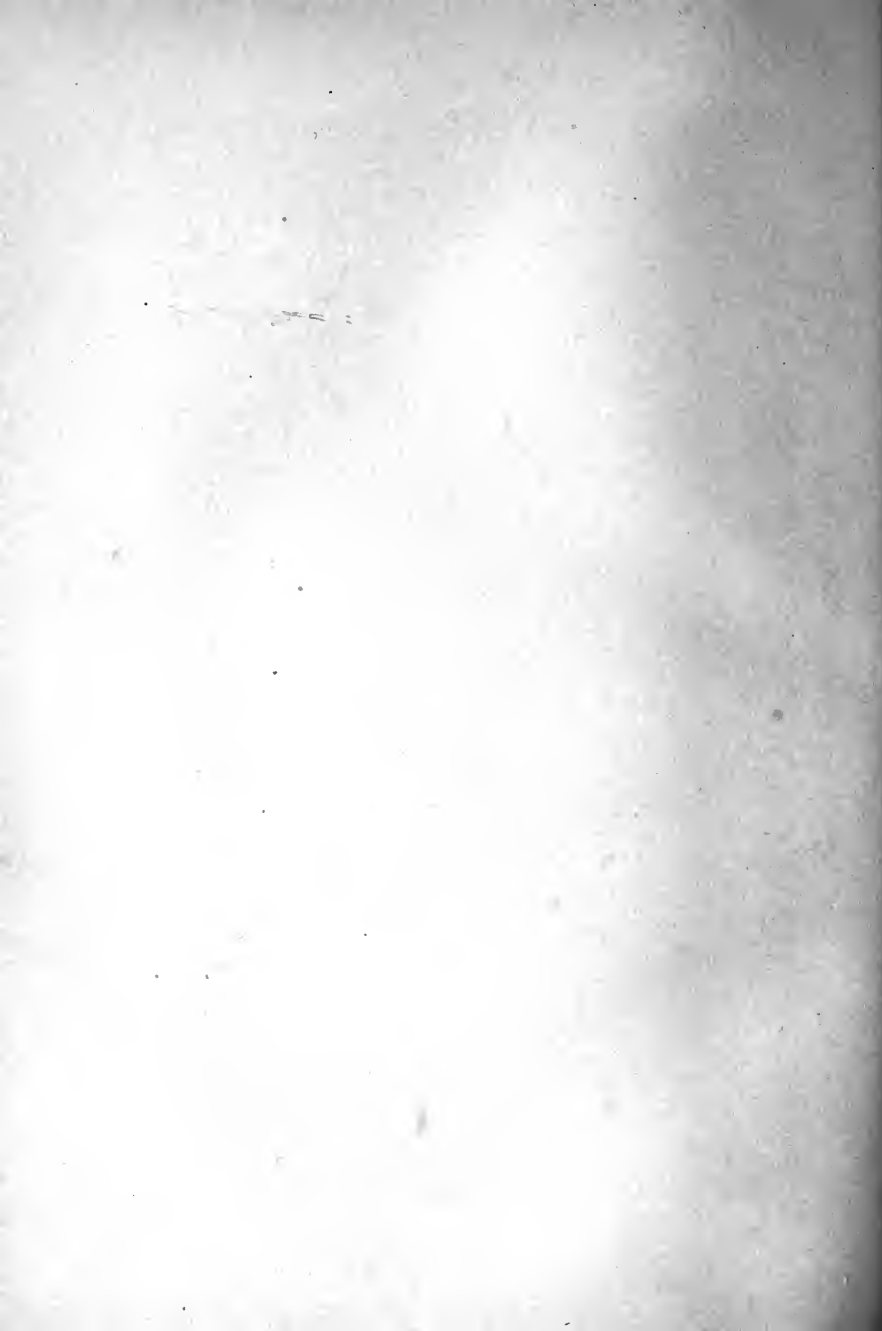
estates. Cedar avenue, lined on each side with cedar trees, fringes Victoria Park, in which are many beautiful specimens of tropical plants. Going north by way of Cedar avenue you pass the Ewing estate, the Parish church, the Hall property, and Mount Wyndham, you then reach Mount Langton, the governor's residence. A fine view can be obtained from here of the sea coast all along the north shore of the island from St. George's to Ireland Island, also an extensive view to the southward embracing the town of Hamilton, Pembroke Marsh and the waters of the Great sound studded with islands of every size; while far in the distance the hills of Port Royal, with the light-house crowning the summit of the highest, melt into the blue haze of the distant horizon.

The grounds of Mount Langton are fertile and picturesque, and contain about seventy acres. The house and land were purchased by the colony from Mr. Joseph Stowe, in 1814, for £4,800. In the garden and lawn are to be seen many beautiful tropical trees, shrubs and plants, such as the gru gru palms, india rubber trees, bamboos, the wampee and litchi trees. Most of these trees were planted about 1841 by Governor Reid. The large silk cotton trees in the garden were planted by Governor Elliott about 1850.

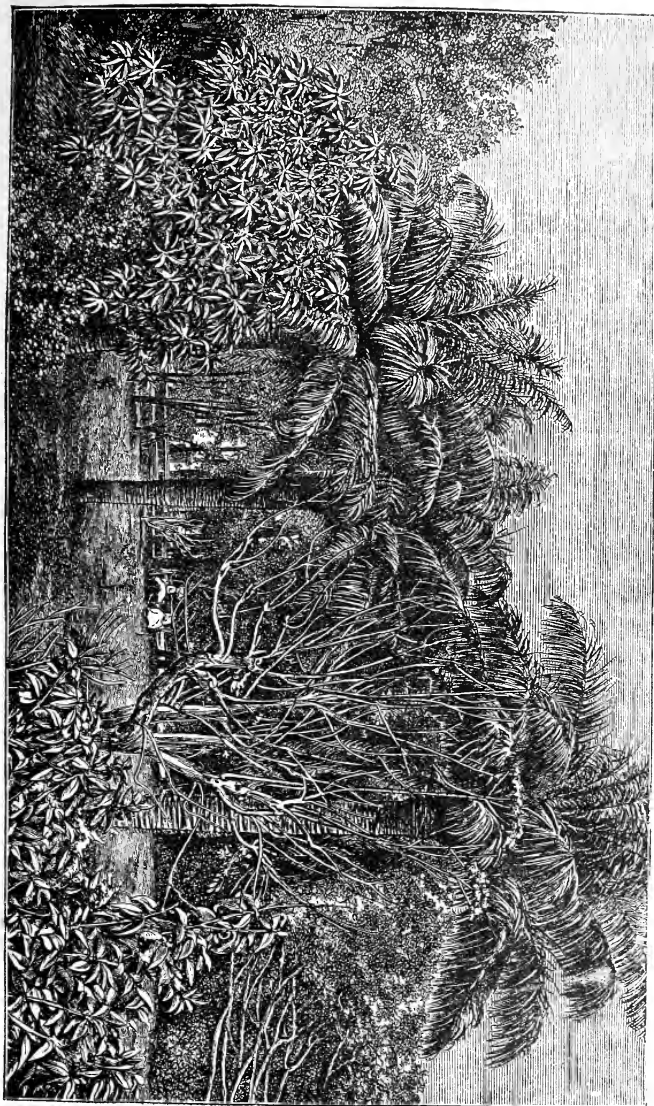
Permission should always be asked to visit these grounds, as well as all private gardens, this privilege is usually freely granted to visitors, but care should be taken not to destroy plants and shrubs



CEDAR AVENUE.



GRU GRU PALMS, MOUNT LANGTON.



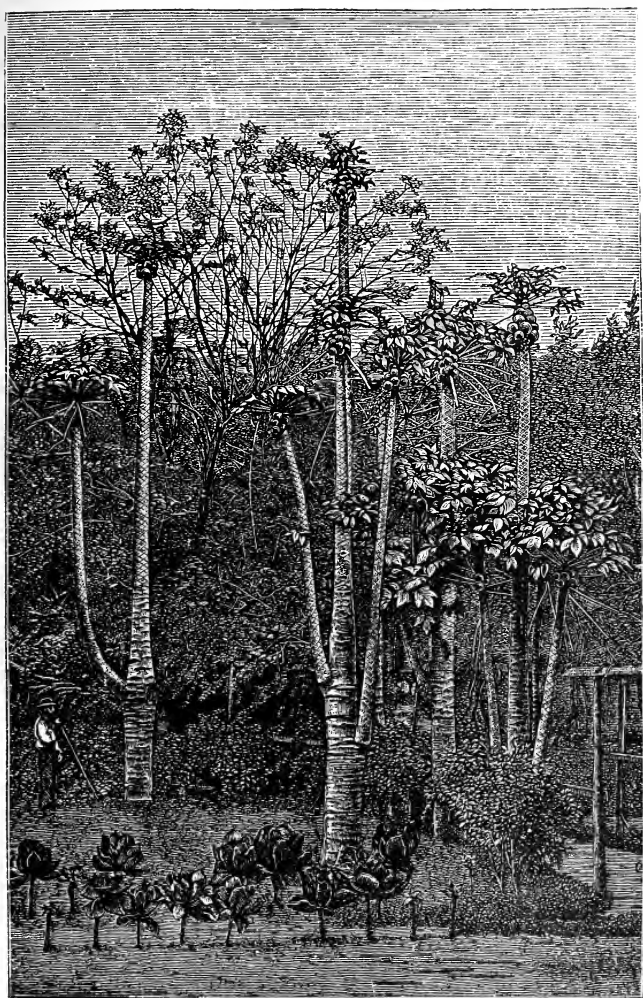
and injure trees ; care should also be taken in crossing fields under crop.

The distance from the Hamilton House to Mount Langton is about one mile.

CLARENCE HILL.

One of the most delightful places in Bermuda to visit is Clarence Hill, the residence of the Admiral, distance from Hamilton about two miles. The road from Hamilton is a wild one, and full of variety, with most charming combinations of the woods, country, and sea.

Starting from Front street, Hamilton, for Clarence Hill we go west by the office of the American consulate and passing Rose Bank and Long House to Pitts Bay, then passing Olive Hill, a part of the Master's estate, you come to Norwood, this estate has been held continuously in the Saltus family, (connected by marriage with Norwood, the surveyor of Bermuda, who lived on the shore near the present bathing house) till the death of Mr. Samuel Saltus in 1880, who bequeathed it to Mr. Henry Darrell, who is now greatly improving it. Westfield, opposite Norwood, was bequeathed by Mr. Samuel Saltus to the Parish of Pembroke, for a rectory ; adjoining it is the Wainwright, Leon and Stowe proprietors. The Wainwright section was purchased recently by Mr. Hastings, on which he erected a large mansion, this portion is known as Fairy Land, and is one of the first places that visitors seek out on land-



PAW PAW TREES, CLARENCE HILL.

ing at Bermuda, on account of its beautiful scenery and magnificent lily fields, where more than one hundred thousand blossoms can often be seen at one time. Opposite to Fairy Land the Imperial Government have their magazine on Agar's Island.

The mangroves, from whence the creek here takes its name, are well worthy of observation, they are a species of tree that grow in the mud along the sea shore and in marshy places, and are found only in tropical or semi-tropical countries, the foliage is a dark green, and from the branches shoots droop down and take root in the mud, and form new stocks till they cover a space of several hundred yards in circumference, presenting a most peculiar appearance, in this respect it is similar to the banyan tree of India. Passing around Mangrove Creek we arrive at Clarence Hill, situated on Spanish Point. The grounds connected with Admiralty House are quite extensive and well kept, the house is plain, but the attractiveness of the place is in its marine views and natural scenery. On a hill side overlooking the sea, in a most sequestered spot, is an exquisite bit of gardening. Mosses, ferns and many tropical plants grow in such profusion and grace, peeping from under rocks, and climbing over them, that it is only by critical inspection that you perceive that their presence is due to cultivation.

A very singular looking tree is the paw paw, which is seen here, rising up slim and straight without any branches, the fruit in shape like a lemon, growing directly from the trunk.



MANGROVES.

Near by is a cave, against whose outer wall the sea is forever dashing; it was tunnelled by a former Admiral, and is so large that on its completion a ball was given in it, by way of celebration.

The view from the face of the hill looking down to the extremity of Spanish Point, and over the water to Ireland Island, is very fine, particularly at low tide, when Cobbler's Isle, the Lapstone and the Stagg's Rocks rise from the foaming waters to guard the passage to the harbor within, these islets are honey combed by caverns and natural arches of singular aspect.

On returning to Hamilton, when half way along the road, if the visitor will take a narrow path which is seen on the right hand, he will be amply rewarded for the break in his journey, by suddenly coming upon some of the most charming scenery in Bermuda. The shore is here indented by numerous inlets which have their banks clothed with well grown trees and a verdant carpet of grass beneath. The waters of the sound come rippling in, and if a pleasant westerly wind is blowing, there is no cooler or more delightful spot to ruralise in than "Point Share" as the locality is named.

HAMILTON TO ST. GEORGE'S.

We will now suppose that the visitor is desirous of seeing St. George's, the ancient capital of Bermuda, and also the intervening places of interest on the way there. The distance there from Hamil-

ton is about twelve miles. Carriages with careful drivers can always be had at short notices at the livery stables, and at quite reasonable rates. Conveyance can also be had in the mail carriage that leaves Hamilton twice each day for St. George's.

There are three roads from Hamilton that converge at the Flatts at the head of Hamilton Sound, round which run two roads meeting at the Causeway, and thence one road round Mullet Bay to St. George's.

The North Road is the most airy and easy road and affords the finest view of the ocean. Leaving Hamilton by way of Cedar Avenue and passing by the "Woodlands," where there can be seen some fine specimens of cocoanut palms, Pembroke Church and Mount Langton, and the new government home, you enter the north road, skirting the seashore all the way to Flatt's Village.

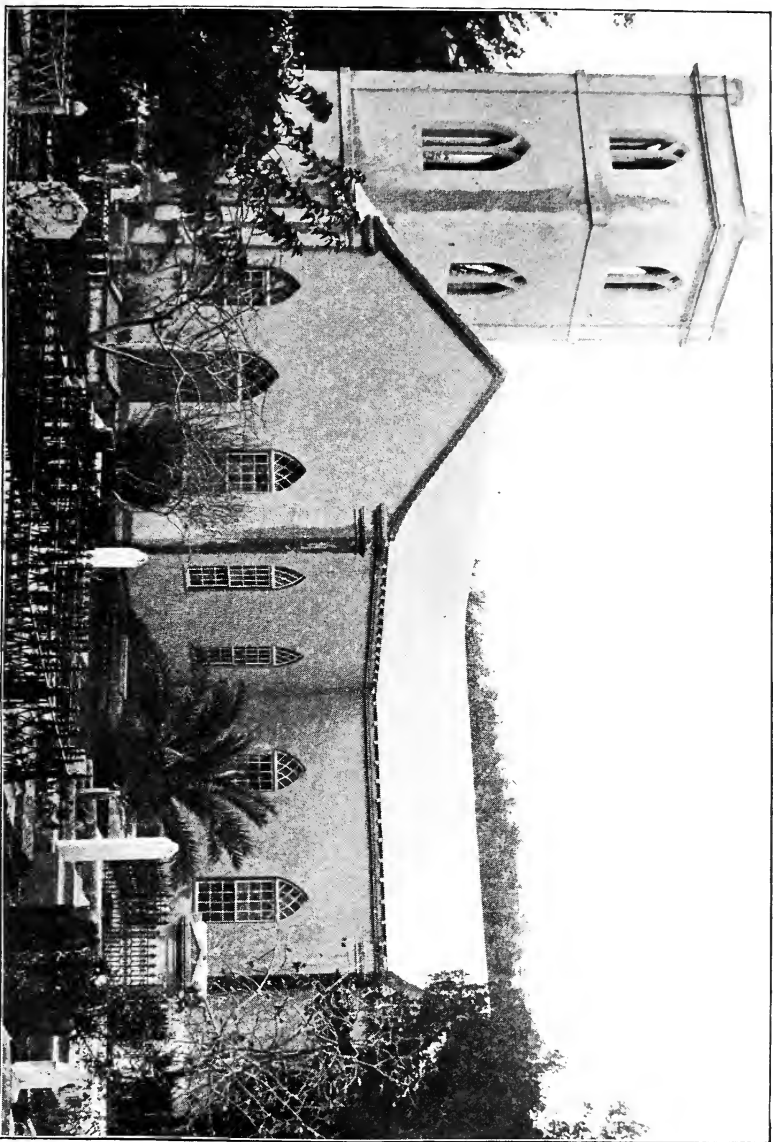
DUCKING STOOL.

The first object of interest to be seen on the north shore road is the "Ducking Stool" rock, which overhangs the water, and had in years of yore (when witchcraft and sorcery were viewed by an ignorant and superstitious population as due offences, only punishable



DUCKING STOOL.

by the most cruel of means); an apparatus by which the poor unfortunate wretches accused of



PEMBROKE CHURCH.

these crimes were barbarously tormented by a course of "ducking" in the sea, which frequently ended in the death of the victims. Hence the name which has always been borne by this rock to the present day. The practice of ducking began in the latter part of the 15th century and prevailed until the early part of the present century. One of the most frequent offences punished by ducking, was that of the common scolds, who were tied into the chair or stool and plunged into the water as a punishment, in the manner as shown in the illustration.

THE WELLS.

About a mile and a half beyond the Ducking Stool on the road to the Flatts, there will be observed on the right hand, near the sea shore, numerous wells, these formerly supplied the navy with water before the large tanks and water sheds were constructed that are now in use. These wells are sunk to the high water level of the sea and the surface rain water gathering in them lies on the heavier salt water, mixing only slightly with it. The tendency, however, of the water in them to become brackish and impure has led to the general discontinuance of nearly all the wells on the islands. It follows from what has been said of the formation of these islands that there is not any fresh water here, except what is obtained by storage of rain in tanks. Every house has one or more such tanks, and the local law obliges, when houses are

built, that this essential reservoir shall be constructed. The buildings are for this end usually roofed with thin slabs of limestone, periodically whitewashed to correct the porosity and to keep the surface white and clean. Level surfaces of ground on gentle slopes are also similarly prepared from which water is led into reservoirs. The water thus stored is tolerably pure as long as the tanks are kept clean.

GIBBONS BAY.

Just before reaching Flatt's Village on the left hand will be seen a little sandy bay, with an island beyond joined by a causeway of large stone blocks to the shore. This is known as Gibbons Bay, and will be found an excellent place for collecting shells and seaweeds at low water. Crossing the little causeway the visitor reaches

GALLOWS ISLAND,

on which, at its highest point, stands a weather-worn pole, this marks the spot where a slave was gibbeted for murdering his master about the year 1754, and still goes by the name of "Quashi's Pole." If the visitor be geologically inclined he will, a few yards to the north-west of the pole, not far from the shore, perceive a mass of stalagmite, which evidently once formed the floor of a cavern; this is one of the many proofs in regard to the greater elevation of these islands, a matter that has been

treated on before in this work under the heading of geology. By advancing a short distance farther we come to

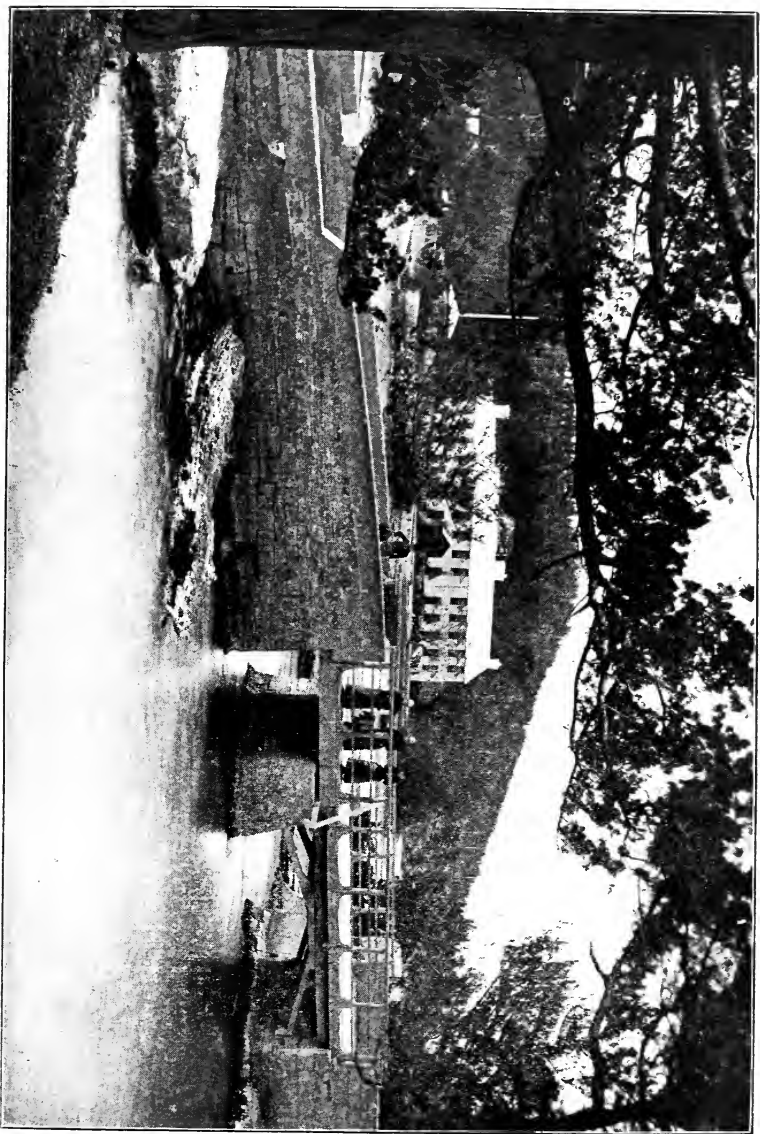
FLATT'S VILLAGE.

In olden times this pretty inlet of the sea presented a different aspect from what it does now, for the shores, particularly at the head of the harbor, were lined with wharves from which good sized vessels discharged their cargoes. It was in fact one of the principal ports of Bermuda and considerable trade was carried on here. Even now the extent of the ruins of several houses testify to their capacity in former times. All, however, now wears a look of desolation; the mouldering walls with the carved portals are draped with the prickly cactus; while gigantic paw paws and plaintains raise their leafy crowns above the whole. This is a central spot from which to visit the lovely scenery of this neighborhood, and it has always been considered a good site for a hotel; Overhanging the gateway to Mr. Musson's residence is the largest mahogany tree in Bermuda. This tree is thirty years old, the trunk seven feet in circumference, spreading out, when about four feet from the ground, into numerous and graceful branches; it is nearly flat at the top; the leaf is of a dark and glossy green.

HARRINGTON SOUND,

which lies north east of Flatt's Harbor, probably possesses in itself and its surroundings more picturesque scenery than any other locality in the islands. Its surface is usually calm, owing to its landlocked position, and a boating excursion on its waters, especially about the shores of Trunk Island will reveal many submarine wonders to the eye. Its northern shore, westward of Bailey's Bay church, presents a series of high cliffs, in many places quite inaccessible, much to the satisfaction of numerous tropic birds, which here, annually, and in perfect security make their nesting place and rear their young. From the water the high cliff known as the "Devil's Head" presents a fine appearance, all ragged and torn as its face is by the storms of many winters. From out its numerous crevices spring dwarf trees and shrubs, whose only holdfast appears to be the solid rock on which they grow; while circling around its shattered brow, the tropic birds lazily float on their ambient wings mingling their plaintive cries with the sounds of the rippling wavelets which dash on the rock-bound shore a hundred feet below.

At the western end of the sound there is an outlet into Flatt's harbor through which the tide ebbs and flows with great impetus. This channel has from the earliest time been spanned by a bridge. A little to the eastward is the residence of Mr. Allen, the American consul; during the war of the



FLATTS' BRIDGE.

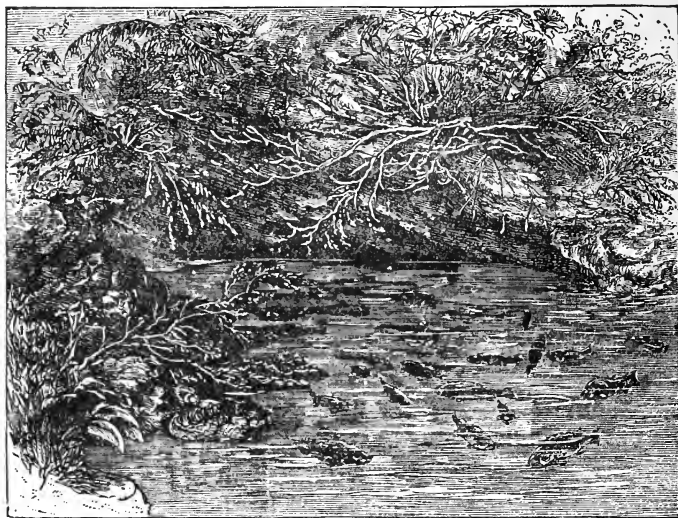
rebellion he rendered his government great and important service, and his berth here during that period was anything but a bed of roses, for as these islands were a base from whence the blockade runners drew their supplies, he was regarded by that fraternity and their sympathizers here, in the light of a spy upon their movements. During the visit of the Florida he was attacked by some of the crew and nearly killed; so strong was the feeling against him that he could not obtain any other place to lodge in except his office.

There are two roads around Harrington Sound, the north and the south roads, both roads connect with the causeway leading to St. Georges's. The north road is a fine ocean drive of about three miles, passing by Shelly Bay, a cluster of rocks called "The Stags," Crawl Point and Bailey's Bay. Going by the south road around Harrington Sound, you pass the fine residences of Mrs. Wm. Whitney, —Villa Mount Clair and Monticello,—about a mile beyond you will come to the

DEVIL'S HOLE,

or Neptune's Grotto, between which and the ocean there is a subterranean communication. Fish caught at the most favorable seasons of the year are kept here until wanted for use. There are many varieties of fish, and the spectacle is as pleasing as it is novel, and for years it has been one of the lions of Bermuda. The fish pound had originally been a

cavern, the roof of which fell in before the advent of man on these islands. Here will be found a stock of gropers and sundry other fish which swim about and can be seen as if in an aquarium. The lovely angel fish, well named indeed, will be



THE DEVIL'S HOLE.

observed disporting itself with graceful motion ascending and descending in the clear waters, as if proud of its splendid livery of blue, green and gold. The gropers are easily recognizable, as they crowd together with open mouths in hopes of a feed when the visitor arrives. Strange tales are told of the voracity of these finny monsters, of unfortunate dogs slipping in and being speedily devoured,

and if the visitor should come to the place when the gropers are hungry, and dip the end of his boot or pocket handkerchief among the gaping throng, he will soon become convinced that they are a fearful lot of creatures to deal with.

Following the road leading from the Devil's Hole, skirting the shore of Harrington Sound, at a distance of about two miles the visitor will come to

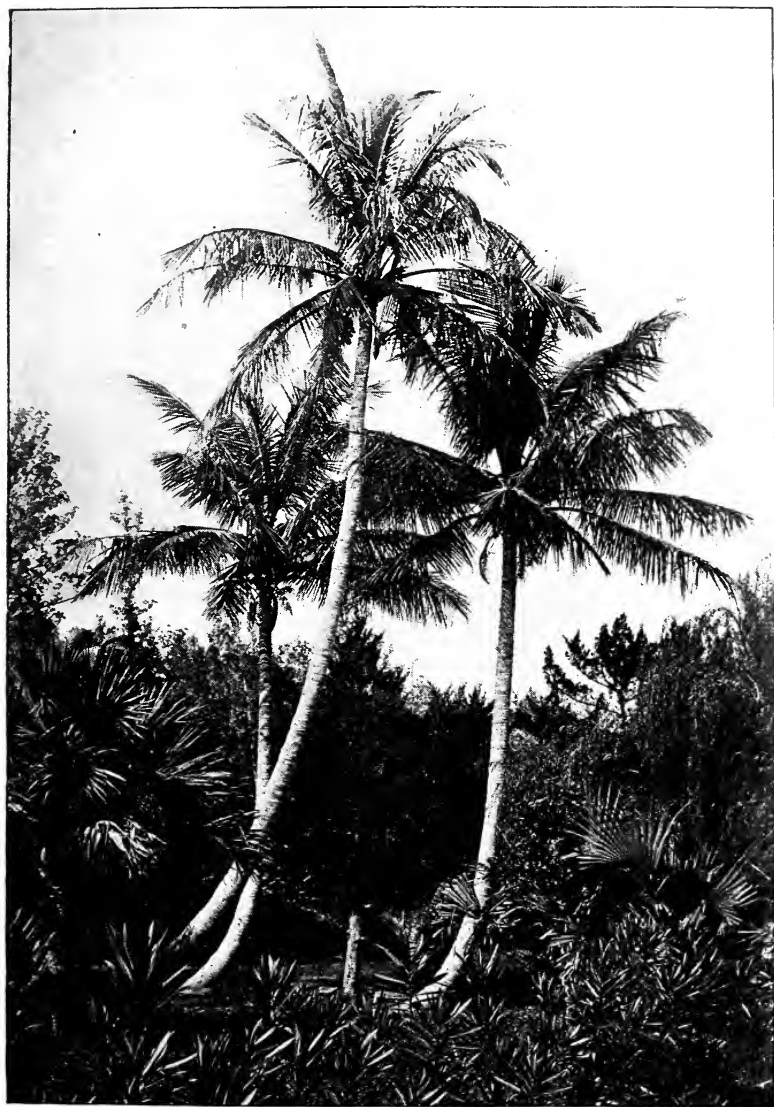
PAYNTER VALE,

where snugly ensconced in a grove of fine old trees lie all that remains of the old homestead of the Paynter family. Years ago it presented a far different aspect, for the house was capacious, and the garden and shubbery adorned with well kept walks and lawns, while a neat boundary wall ran along the public road the whole extent of the estate. Now how changed it all appears; the house a complete ruin, with ferns growing out of the crevices, and bananas, paw-paws and cedars, hemming in its remains on every side. Near what was formerly the principal entrance gate stands a magnificent fiddle-wood tree. It was brought from Barbados about the year 1829, and planted here. Under its lofty and wide spreading branches a cool, refreshing breeze is nearly always to be felt.

A little to the east of the house, an avenue of tall, tapering cedar trees leads to the old burial place of the family, which has recently been covered over with blocks of stone to prevent desecration. Climbing "Paynter's Hill" near by, which is quite steep,

the visitor finds himself in full view of Harrington and Flatt's Bridge and village in the distance, while a little higher he will find a patch of red ground, on which it has been said nothing in the shape of vegetation has ever been known to grow. About eighty yards northward of this patch, and situated in the adjoining wood, is a small cave known as "Chalk Cave," in which an old negro woman lived many years, and kept a pig in a sty at the entrance. On returning and recrossing the red patch, there will be seen on the left hand a deep hollow called "Plantation Hole," in which coffee, myrtle, wild cherry, fiddle-wood and other trees are growing and entwining their branches together. This is a charming spot and well worth the trouble of descending in order to look at the coffee trees growing in a state of nature.

After leaving this cavernous depression and ascending the steep hill above for a short distance the visitor will come suddenly in view of Castle Harbor with all its lovely scenery lying at his feet. Descending the slope before him and arriving at the shore he will find himself near the Government Limestone Quarry, from which large blocks of compact stone have been taken for building fortifications, etc., this is the oldest and hardest limestone on the island. Turning to the right he will see a house now used as a canteen, which was built by Captain John Paynter about the year 1750, for the storage of cargoes, and opposite which his vessel anchored. About seventy yards to the south-east



COCOANUT PALMS.



of the storehouse is a cave called "Cooper's Hole," and well worth the visit. This was used as a storehouse also when the other was full. Returning northward along the margin of the water, the visitor will perceive a current of water rushing almost under his feet, which is supposed to flow under the land from Harrington Sound. Still continuing northward he will soon arrive at a rail fence, which, if he follows along through ferns, myrtle, orange, etc., will bring him to another deep hollow called "Little Plantation Hole." At one time this was covered with citron and orange and lemon trees, but very few now remain, owing to the great disease of 1854 that destroyed nearly all the orange trees on the island. Still following the fence, he will again arrive at the ruins of the old Paynter homestead from whence he started. Just outside of the entrance gate and across the public road on the shore of Harrington Sound, will be seen a cavern in the cliff, which goes by the name of "Shark's Hole." If a boat can be obtained, this cavern is well worth investigating, for several species of sea weed are to be obtained on the rocks on either side; while in the recess of the cave beyond by the aid of a torch, a beautiful collection of stalactites can be seen.

The land which lies between Paynter Vale and the south shore, including the long narrow neck which stretches out eastward to Castle Island, is known as Tucker's Town. Why such a name should have been given it is hard to imagine, for no

town was ever known to be established there, and the neighborhood has always been considered the most secluded in Bermuda. Coming back to the main road again and following it in nearly a north-westerly course, for a distance of about a mile, the visitor will come to

WALSHINGHAM.

Few if any visitors to these islands ever leave them without paying one or more visits to this classic locality, through whose sylvan glades the bard of Erin loved to roam, and who has immortalized it in his musical verse.

It was in 1803 that Moore visited Bermuda, having been presented with the lucrative post of Register of the Court of Vice Admiralty; but the "distant and secluded isle" was too far from the busy world of gaiety he had left behind in the metropolis of England, and after a few months he took his departure, leaving a deputy to do his work.

The grounds about Walshingham are by far the most picturesque in the islands; presenting a singular chaotic appearance of broken rocks, caverns and ponds. The whole region is singularly attractive. Mimic lakes reflecting the varied hues of the rock which inclose them, with trees overhanging their banks, teem with fish wonderful in variety and color, whose motions are the ideal of grace. By-paths through the tangled wildwood lead one through a wilderness of beauty, here may be found species of

plants unknown in any other part of the islands; the coffee tree grows luxuriantly and a climbing jasmine overruns both rocks and trees profusely. Nature has been lavish of her gifts all through this locality, and it is geologically one of the oldest sections of Bermuda, the soil is different to that of other parts, being of a bright red, and analysis proves it to differ also in its nature.

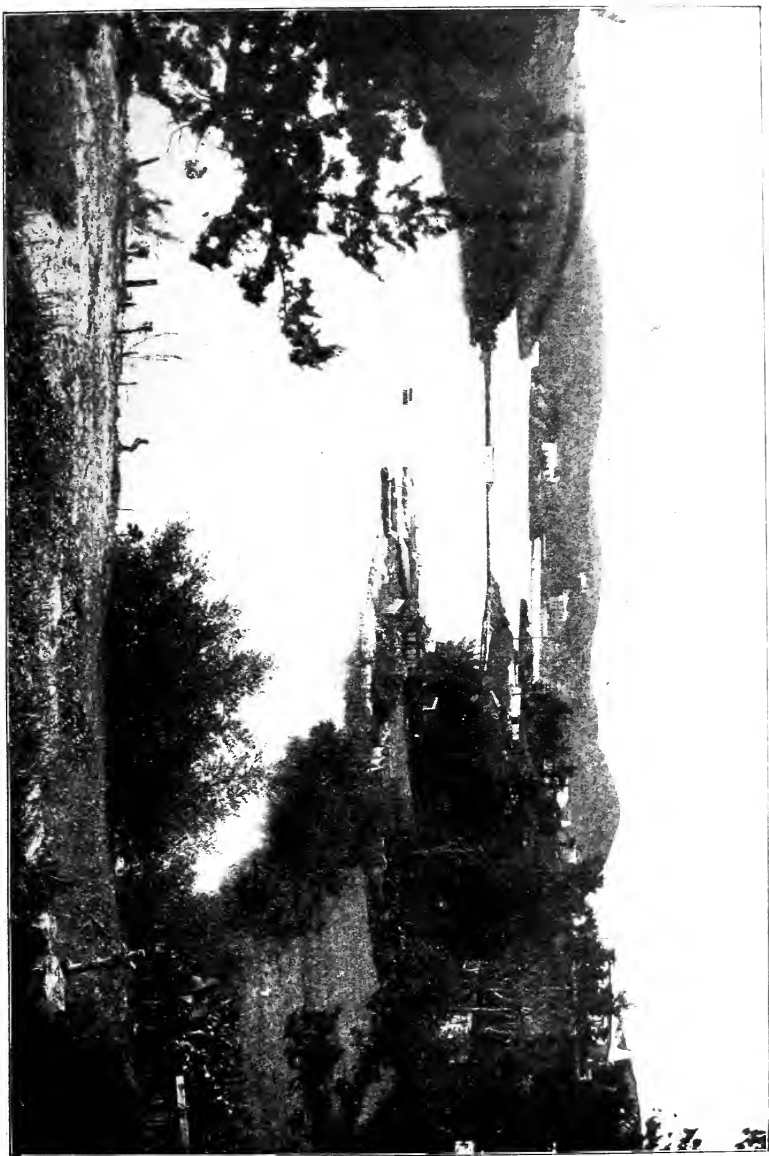
WALSHINGHAM CAVES.

No where on the islands are the caves more beautiful than in Walshingham. It is fitting that nature should have her temples in such a place. Humility is one of the conditions of entrance to them, and so bending low, and making a slight descent, the visitor is soon standing in a room from whose arched roof hang large stalactites. Artificial lights bring out each in its full proportions and one contemplates with wonder this strange architecture, considering the ages it has endured. In a second cavern near by, and which is much more spacious, there is a beautiful sheet of water, clear as crystal and of an emerald tint, on which no boat has ever yet been launched to explore the unknown regions of darkness beyond. Possibly many a cave yet remains to be discovered, which will far exceed in grandeur anything now known; but the present caves are quite sufficient to afford as much toilsome travel as the visitor would probably like to undergo.

These caves are very curious and beautiful, from the roofs innumerable stalactites, perfectly white, often several yards long, and coming down to the delicacy of knitting needles, hang in clusters, and whenever there are any continuous cracks in the roof or wall, a graceful, soft looking curtain of white stalactite falls and often ends in deep water. Stalagmites also rise up in pinnacles and fringes through the water, which is so exquisitely still and clear that it is sometimes difficult to tell where the marble tracery ended and its reflected image began.

CAUSEWAY.

Until 1871, the only way of reaching St. George's from the main island, was by boat across the narrow entrance from the north side into that part of Castle Harbor called "The Reach." During heavy northerly gales, the passage was extremely hazardous, and during the height of a gale and generally for some hours after it had ceased, owing to the heavy swell rushing in here, all communication was stopped, greatly to the inconvenience of the inhabitants, civil and military. To the great delight of all classes, the present causeway was constructed. It commences at a place on the Walshingham side called the Blue Hole, in which several kinds of fish may be seen, from here to Stock's Point on the St. George side the whole distance is nearly two miles, it is connected with Stock's Point by an iron swing bridge 123 feet long,



MULLET BAY.



which spans the channel through which moderate sized craft proceed to St. George's Harbor from the north side, thereby saving the lengthened voyage all around the north side of St. George's Island. The iron bridge was constructed in England and sent out in pieces, it revolves on a circular pier, leaving two water passages for boats fifty feet wide. That part of the causeway which runs along Long Bird Island, is especially smooth and good to travel upon, and is not so much exposed to the force of heavily northerly gales as that part which connects Walshingham with the island, the passage of which in heavy weather is sometimes alarming to passengers in uncovered vehicles, the water dashing in sheets completely over the way. The work on the causeway was commenced 1867, and opened free of all tolls with public rejoicings in 1871. The whole cost was about £32,000, of which the Imperial Government contributed one fourth.

MULLET BAY.

After crossing the swing bridge to Stock's Point, an irregular promontory, and forming its western shore, Mullet Bay is reached, one of the many pretty little inlets with which the islands are everywhere indented. In its centre will be seen a small island, which is now connected with the land by a wooden bridge. A short distance beyond Mullet Bay the

visitor will pass a lofty hill on which is Fort St. George. From here the view is very fine, the whole region is singularly attractive. Nature has been lavish of her gifts all through this locality, there are few other views in Bermuda comparable with it.

In the view taken from Fort St. George looking east, there can be seen the harbor of St. George's, with Ordinance Island in the centre, and the town of St. George's on the left, while in the background the barracks can be seen crowning the hill on the left, and the entrance to the harbor on the right.

CHAPTER VIII.

ST. GEORGE'S.

This was once the chief town of the island and residence of the governor. The house of assembly and all public offices concentrated here, and most of the trade of the islands passed through its harbor, but from its position it was considered unsuitable for the capital ; so Hamilton, which is more centrally situated, was chosen in its stead about the latter part of the last century.

The situation of the town of St. George's is very fine, rising up in steep acclivities from the sea and crowned by Fort George. Its narrow streets and oddly shaped houses give the town a charm that is quite distinctive. York street is but ten feet wide, and with its gardens crowded with semi-tropical vegetation it is like an Oriental picture.

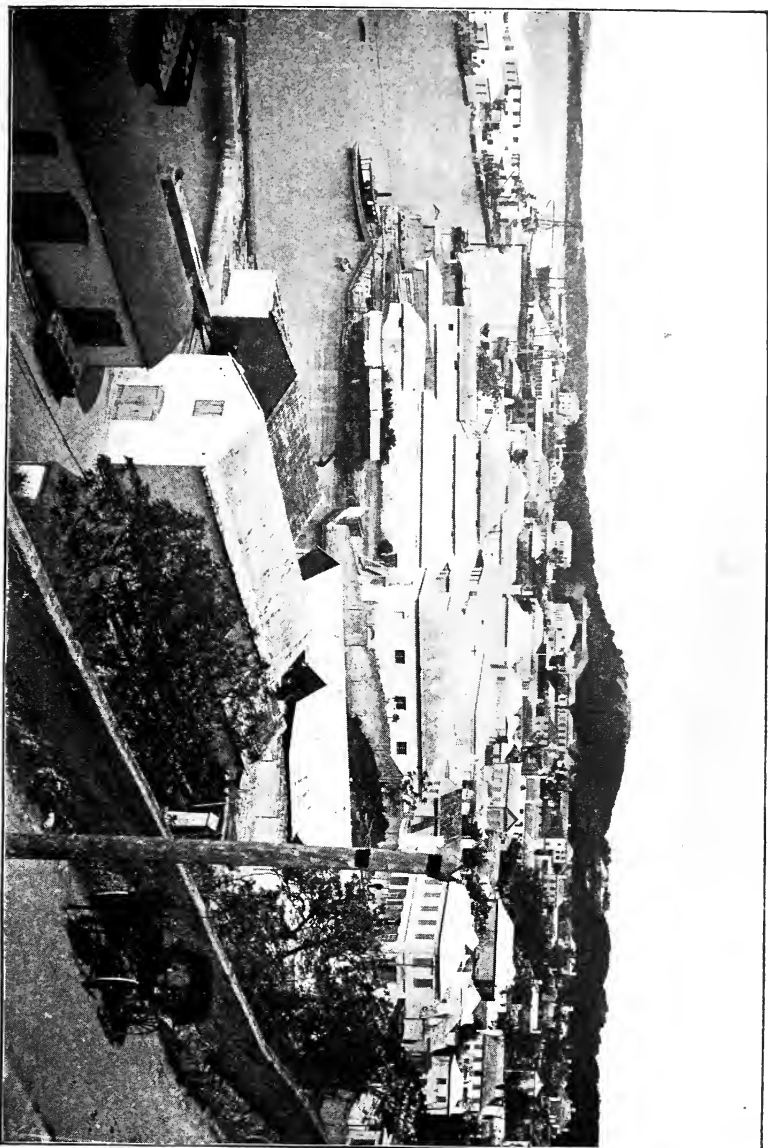
The harbor is commodious, well fortified and far more easily accessible than that of Hamilton, it is so extensive that the whole English Navy might ride easily upon its waters.

A line of forts are built along the north side of St. George's, viz., Fort Albert, Fort Victoria, Fort

Catherine, and Fort George,—the quaint picturesque old town seems to bristle with forts everywhere. Strangers are not allowed inside of the forts, in fact there are very few Bermudians to the “manor” born that have ever been inside these works, which are said to be among the strongest in the world. The narrow streets, constructed when carriages were unknown on the islands, wind their narrow way up the hill on which much of the town is built; with the gardens hemmed in by high walls, over which hang different species of cacti, with paw-paws, bananas, and plantains towering above, and here and there the graceful form of the palmetto surmounting the whole, and will constantly remind the visitor of a Spanish or Eastern town.

One of the objects of interest at St. George's is the old parish church, it contains several marble tablets remarkable for their age and quaint phraseology of former days. The communion plate of massive silver was presented by King William III. in 1684, and the silver christening basin was the gift of Governor William Browne, a loyalist from Salem, Massachusetts, who was appointed governor here in 1782.

Close by is the Public Garden, where one can sit under the date palms one hundred and fifty years old; here, in the ivy-covered wall at the left of the lower gate, is the monument of Sir George Somers, after whom the town is named. Only his heart is buried here, his body is buried in Dorsetshire, England. In the wall above the old monument is a



TOWN OF ST. GEORGE.



white marble tablet, erected by Governor Sir J. H. Lefroy, bearing the following inscription :

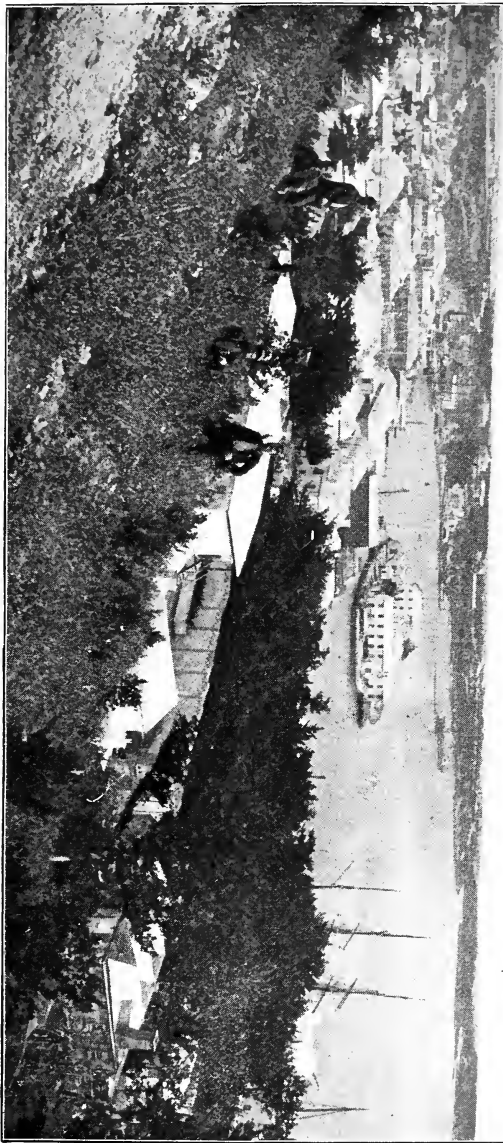
Near this spot
Was interred, in the year 1610, the Heart of the
Heroic Admiral,
SIR GEORGE SOMERS, K^T.,
Who nobly sacrificed his Life
To carry succor
To the infant and suffering plantation,
Now
THE STATE OF VIRGINIA.
To preserve his Name to Future Ages
Near the scene of his memorable shipwreck of
1609,
The Governor and Commander-in-Chief
Of this Colony for the time being caused this
tablet to be erected.
1876.

ST. DAVID'S ISLAND.

Taking a boat at St. George's a very pleasant trip can be taken to St. David's Island and light-house, the scenery in all parts of the island, especially on the side looking over Castle Harbor, is no where to be surpassed. It is here that some of the best arrow-root to be obtained in Bermuda is grown and manufactured. The light-house on St. David's Head is worth visiting ; it is built of the native stone, has a white, fixed light, but is not of as great a height as Gibb's Hill light-house ; there is a fine view, however, to be obtained from it of the ocean and surrounding country.

CASTLE HARBOR.

A very pleasant day may be spent in sailing about this charming sheet of water, the beauties of which on a bright sunny day, with sufficient breeze to ripple the azure waters are not to be excelled in any part of the world. Whichever way you look the eye falls upon scenes of the most picturesque character, diminutive in size it is true, yet nevertheless miniature gems of nature. A visit should be made to Castle Island, which commands the entrance to the harbor, and on which there is the ruins of what many years ago was a fort of some importance, called the "King's Castle," a view of which is shown in Smith's engraving inserted in this work. Southampton Island is the next place to attract attention, this was also fortified for the same purpose as Castle Island, between which is the narrow entrance channel to Castle Harbor. Near this island on the south side is "Gurnet Rock," an isolated mass, being almost the only spot in Bermuda where that rare bird the dusky shearwater breeds, which is evidently the curious bird mentioned by Captain John Smith, under the name of the "cahow". The rock is almost unapproachable owing to the heavy swell of the ocean, and many are the escapes that have occurred when parties have attempted to land there. After passing Southampton Island, the western shore of Nonsuch Island comes into view. This island now belongs to the Military Department.



ST. GEORGE'S AND ORDINANCE ISLAND.



Cooper's Island next claims attention, and visitors will not regret landing and roaming about it for an hour or two, as there is much to be seen and many shells and sea weeds to be found; and if the boat be provided with a pair of long handled nippers, any quantity of specimens may be obtained from beneath the waters of the harbor.

CHAPTER IX.

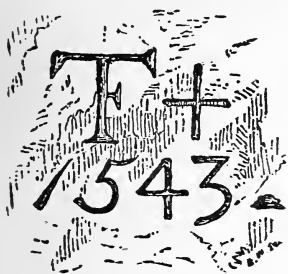
SOUTH ROAD.

Supposing the visitor to have chosen the south side road by which to return to Hamilton, it can be taken either at Tucker's Town or at the Devil's Hole. After proceeding about two miles along this road to the westward, the visitor will perceive in a hollow below, screened from the ocean by small hills covered with cedar, a long narrow lake considered one of the pretty scenes of Bermuda, it is known as Peniston's Pond, the property for some miles around having been in the possession of the Peniston family for many years. The waters of Peniston's Pond are quite brackish, having communication with the outer sea by underground channels. In heavy southerly storms a perfect stream of water is forced over the shore rocks at the eastern end, giving it the appearance of a natural water course. On the southern shore of the pond, about its centre, and within a few paces of the water, are wells, used for the purpose of watering cattle, the water they contain, like all similar excavations throughout the islands,

is fresh above, but brackish beneath, as soon as the sea level is reached. This is of course owing to the reason that fresh water is lighter than salt.

SPANISH ROCK.

A few yards east of the cattle wells spoken of, just at the base of the shore hills, an open grassy



patch will be seen. After passing this, proceed up through the cedar grove in front, and immediately at the top a little pathway will be seen leading to the cliff beyond, care must be taken on approaching this precipice, for if a false step be made there

is nothing to prevent a fall of fully one hundred feet into the foaming waters below.

The flattened rock on which the inscription supposed to be made by the Spaniard, Ferdinand Camelo, is cut, is a little below the crest of the cliff, and will soon be observed by the number of names carved upon it by visitors to this memorable spot. The following cut is a faithful representation of it, as it now appears, but it is feared that some ruthless hand, judging from the reckless manner in which names are now cut around it, will sooner or later destroy this extremely interesting relic of antiquity.

Returning again to the wells on Peniston Pond, and following the road the visitor will pass Smith's Parish Church, which was erected about twenty-five years ago. This edifice was preceded by an old antiquated structure, and having no tower the bell was hung in the branches of an old cedar growing close by, until a heavy gale prostrated the tree, and the church became dangerous to enter. The old bell possesses a fine sonorous tone, although small in size. How it came to Bermuda is not known, but from an inscription on its rim in French, we learn that it was cast at Nantes, in the year 1771. It probably came from some of the French West India Islands, during the great war at the commencement of the present century, when sacrilege, pillage and slaughter were freely indulged in.

MODEL FARM.

Just at the west end of the graveyard will be seen a gateway leading up the hill in a southerly direction; this leads to the "model farm," established during the administration of Governor Reid for the purpose of exhibiting to the islanders the modern system of agriculture. Before this farm was established, the plough was almost unknown on the islands, and the heavy English hoe of slavery days was considered the best implement to till the small amount of soil then devoted to cultivation. Two agriculturists were brought from Scotland, Messrs. Fox and McGall, to superintend the farm.

Scotch ploughs of the most improved patterns and various other implements were imported, and the cedar and sage scrub was soon transformed into fertile meadows and waving corn fields.

While Governor Reid was in Bermuda the farm prospered; but after his departure, no one taking an interest in the good work, and the superintendents becoming discontented, and at last leaving the island, it was suffered to remain idle for several years, and was at last sold into private hands. But although this model farm did not prove successful, yet there is no doubt that from this date cultivation began to increase, to a great extent owing to the introduction of improved agricultural implements, and the progress has been maintained to the present day. At the bottom of one of the fields on a knoll overlooking the water is the remains of Smith's Fort, one of the ancient fortifications shown in Smith's engraving.

SMITH'S MARSH.

About a quarter of a mile westward from the farm commences Smith's Marsh, a long narrow hollow, filled with sedges, rushes, palmettos and scrub. It is always wet, more particularly at high tides, as it has underground communication with the outer sea. In former days this hollow was higher than at present, as the presence of giant cedars now lying prostrate under the boggy soil sufficiently testify. The cultivated ground border

ing the marsh is more fertile than that of the upland, owing to the moisture it contains, which, even in times of great drought, never wholly leaves it.

On the summit of the hill, northward of the marsh, will be observed a large stone building, formerly known as Devonshire College, but lately converted into a Lunatic Asylum. As a college it certainly ought to have succeeded, for there is a great want felt in the islands for such an establishment. Near the entrance to the college grounds on the right hand, will be observed an old ruin. This is all that remains of the school house that was erected when Richard Norwood was schoolmaster.

About two miles from Devonshire Bay along the coast westward, is Hungry Bay, an excellent place for the visitor to gain some idea of what a tropical mangrove swamp must be. Fortunately the denizens of the Bermudian mangrove swamps are not the dangerous creatures usually found in like localities in the tropics. Near the entrance to this bay on the eastern side, will be seen the ruins of a building formerly used as a magazine. A battery existed here also. Regaining the public road again, the visitor is now only a mile or so from Hamilton, the point of departure.

THE MIDDLE ROAD.

There is a public highway not often traversed by strangers, leading from Hamilton through the parishes of Devonshire and Smith's to the Flatts which



DEVONSHIRE CHURCH.



possesses some interesting and very pretty scenery at intervals. About a mile from town on this road the military station at Prospect is passed on the left hand and about another mile's distance onward lies Brackish Pond an extensive morass, on the skirt of which grow some fine specimens of cedar trees, while amongst the close thicket of shrubs and palmettos which tenant its interior, some giant ferns and aquatic plants of divers species occur, which are not seen in the open landscape.

Near the skirts of this pond, surrounded by some of the finest cedars on the island, stands the old antiquated structure which formerly served as the parish church of Devonshire. It has not been used since the new church which stands near by was completed. There is an old cedar tree standing in the churchyard which is said to be the oldest now existing in the islands.

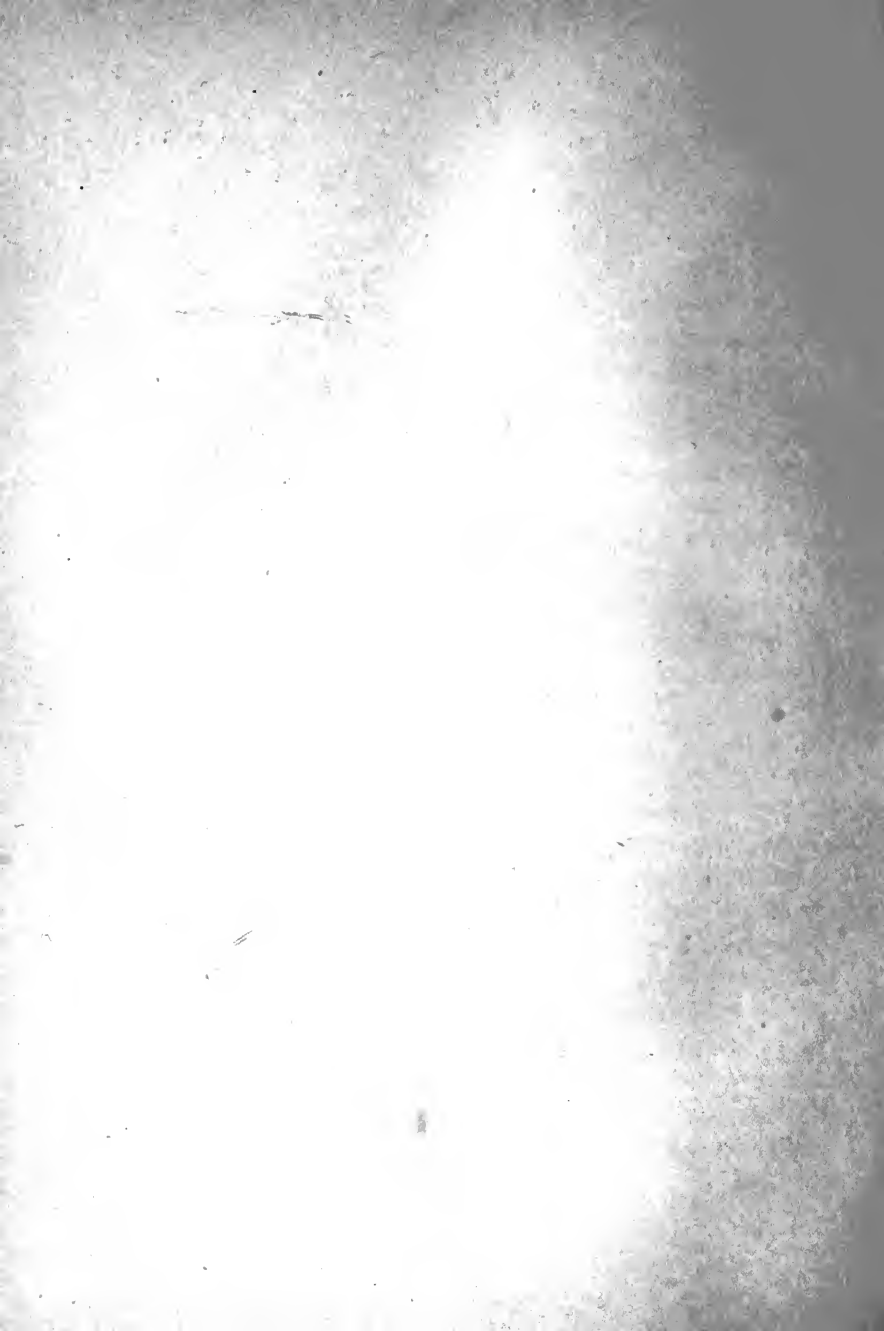
CHAPTER X.

HAMILTON TO SOMERSET AND IRELAND ISLAND.

We will now suppose the visitor is desirous of proceeding in a westerly direction to see the other portion of the group. Let him proceed along Front street going to the eastward, skirting along the shores of Hamilton Harbor, and before he arrives at the end of the harbor he will perceive four fine specimens of the cabbage palm, with trunks as smooth as if shaved, and bearing above the curious bunch of foliage, which, from its resemblance to the vegetable in question, has given the tree its name. It is a common tree in the mountains of the West India Islands, where it rears its head far above those of the surrounding forest trees. Several specimens of the cocoanut palm are also to be seen here, as well as numerous shrubs, all natives of the West Indies. The property on which they grow, which possesses a very prettily situated residence, embosomed in trees, belong to Mr. and



ROYAL PALMS.



Mrs. Reid. At the end of the wall, which skirts this property will be seen in a cottage garden a tree possessing to all appearance crimson leaves. This is the fire plant or burning bush and the gaily covered leaves will be found to be merely the elongated petals of the flower. At the bend of the road round the harbor head and immediately by the guard wall, in the dark mud several mangrove trees grow, having attached to the roots and lower parts numbers of an oyster-looking shell.

A little farther on, on the right hand side of the road will be observed a fine tamarand tree standing in a neat garden ; while on the left, on the side of a wall there is a hedge of the "snuff plant" which, when in flower, emits a peculiar odor. It is a native of the west coast of America, from California to Peru.

SAND HILLS.

Passing along the main road the visitor will pass Paget Parish Church, built in 1796. The Paget sand hills are easily reached from the church, being not more than half a mile from it. This steile locality, which is an extremely wild and lonely spot, is well worth a visit, for here can be seen the mode adopted by nature to form Bermuda, as is described in the article on "geology" in this work. Here can be seen the drifting sand gradually increasing its deposits and elevating the land, thereby overcoming cedar groves and cultivated ground, and in one

place even, the dwelling of man, the chimney of the cottage alone rises above the sand to show the position of the house. On the western side of the sand hills there is now a plateau of hardened drift sand, forming gradually into rock.

At the foot of these sand hills near the shore, runs a charming stretch of sandy beach. At low water within wading distance of the beach, will be seen a series of "boilers" as they are called; rounded masses of rock hollowed within, containing sea water, having their margins raised by the incrusting *serpula*. About a quarter of a mile east of the sand hills are the Royal Engineer Quarries, from whence the most compact stone to be found in the islands is procured, for the purpose of building fortifications, and other government work. The stone taken at this spot is extremely hard and durable, and is more of the nature of mountain limestone than any other to be found in the group. It is supposed that this locality is the oldest of Bermudian land. Returning to the public road a little beyond Paget Church, the next object to attract attention will be the prettily situated church of Warwick, which overlooks a little lake known as "Warwick Pond." The scenery in the immediate neighborhood is very fine; hills clothed with evergreen cedars to their summits, and having at their base the picturesquelittle lake, reflecting the foliage on its calm unruffled surface.

About a mile beyond Warwick Church occurs a very pretty little inlet of the Great Sound, bear-

ing the name of Hearn Bay. Some of the houses in this locality have an antiquated appearance, and were evidently built many years ago. After leaving this quiet little place, and proceeding a mile or so futher on the road, the towering form of

GIBB'S HILL LIGHT-HOUSE

appears on the ridge of a hill to the left, there is a road leading up to it, and carriages can proceed close up to the tower. This commanding structure, possessing one of the most powerful lights to be seen in any part of the world, is situated on the summit of Gibb's Hill, the highest point of land in the western portion of Bermuda. The light itself stands three hundred and sixty-two feet above sea level, it is a revolving light and appears every fifty-four seconds; from an elevation of only ten feet above water it can be seen a distance of twenty-five miles, while at forty feet it can be easily distinguished thirty miles off. The tower, which is of cast iron, was constructed in London, and sent out in plates, the last of which was put into place Oct. 9, 1845. The cost exclusive of the light machinery was £5,500, all of which the Imperial Government paid on the understanding that the colony would furnish the necessary funds for lighting, repairing, etc., which has always been granted.

A splendid view can be obtained from the gallery of this light, the finest of course in the islands, and one which no visitor to Bermuda should fail to see. It is a bird's eye view of the whole group, nothing

is left out, the whole cluster of islets lies at our feet, set as it were in a plane of azure with emerald tints. The view shown in the first part of this work was taken from this point.

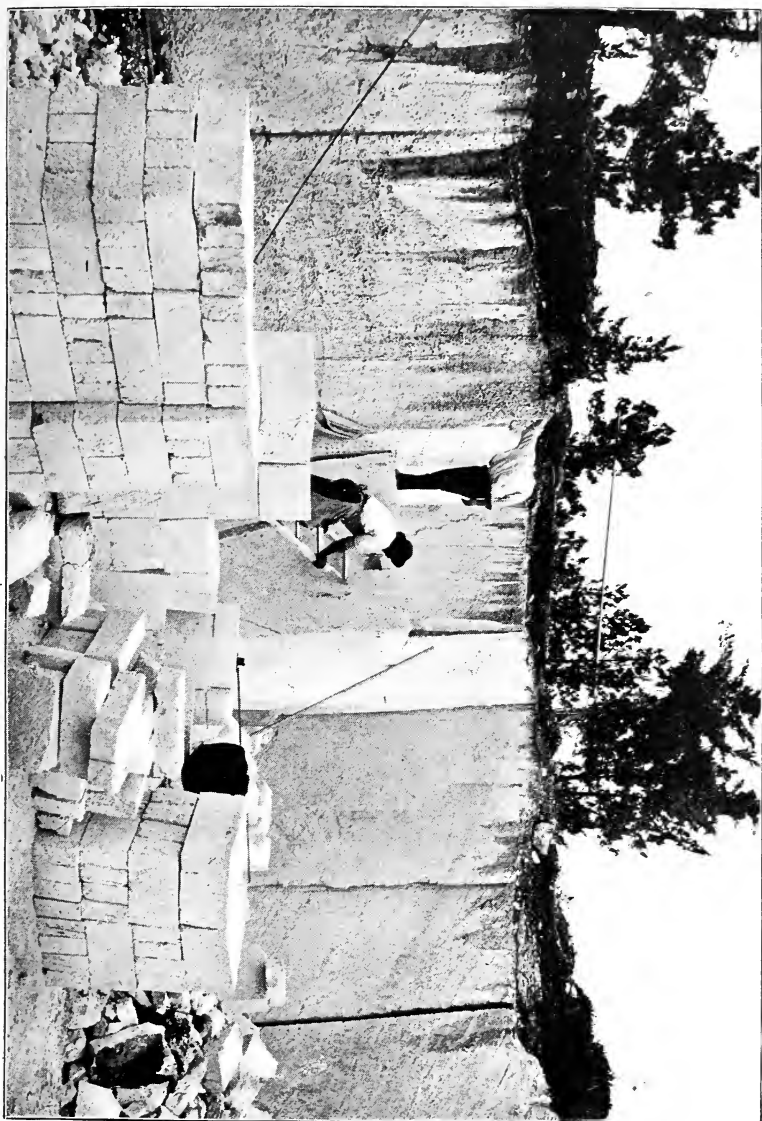
There are some very pretty little coves under the light-house, having their shores irregularly indented by rocks, which in some places become detached from the cliffs above.

Small indeed is the spot occupied by Bermuda on the wild waste of waters, and far removed from the nearest land; nor is our feeling of security the more confirmed when stationed at the summit of this light-house to witness the effect of some heavy gale; when the rolling seas, which have been unimpeded in their course for hundreds of miles, thunder against the shore, and the force of the tempest makes the whole fabric vibrate to its very foundation.

About half a mile from the light-house stands Port Royal, or Southampton Parish Church, in a very exposed situation near the verge of the cliffs which overhang the south shore. There are some very interesting records belonging to this parish church, bearing date so far back as 1639.

SOMERSET.

Somerset bridge connects the island of Somerset or Sandy's with the main island. Immediately east of the bridge on the right hand, will be observed a large mansion in a grove of trees, known as "Bridge



CORAL STONE QUARRY.



House," it was formerly the homestead of the Tucker family. To the westward of the bridge, on a neck of land which protects the waters of Elis Harbor from the ocean swell, rises "Wreck Hill." Here in days of yore, the inhabitants would congregate after a tempestuous night to look out for wrecks on the western reefs, which have always been considered the most dangerous of all the reefs surrounding the islands.

Elis Harbor is a perfect little gem of an inlet, which to be seen in its greatest perfection should be visited on a bright sunny day, when its waters appear of the lightest emerald tint. But at any time it is beautiful; so calm and peaceful does it lie surrounded by its rocky shores, clothed almost to the waters edge with the evergreen foliage of the scented cedar. About half a mile from here the visitor will pass the parish church of Somerset, formerly known as Sandy's. But little is known in regard to the old church which existed on the same spot prior to 1783.

At the extremity of Somerset Island lies Mangrove Bay, so named from the number of those trees which formerly grew around its margin. The scenery here is very pretty, although the land is almost level with the water. On the other side of the neck of land which divides Mangrove Bay from the ocean lies a stretch of sandy beach well worth examining; for as it lies open to the heavy westerly gales some fine specimens of sponges, shells and sea weeds are often cast ashore.

IRELAND ISLAND.

Waterford and Boaz Islands connect Somerset with Ireland Island, their surfaces have been partially levelled by convict labor during the time that these islands were burdened by the presence of the worst of criminals transported from England.

In the former island is situated the old burial ground of the convicts, where many a felon has found a last resting place far away from the scenes of his crime. On Boaz Island the principal barracks and stores for the convicts were established, but some were quartered at Ireland; and when their number increased to too great an extent to allow of accommodation on land, they were distributed among old man-of-war hulks at anchor off shore.

Probably the most important position in the Bermudas is Ireland Island; which although not much more than a mile in length, or a quarter of a one in breadth, contains the dockyard and other establishments connected with the Royal Navy, a more extended description of which has been given in this work, in the article on "Military and Navy," it being unnecessary to repeat it here.

The "Royal Naval Hospital" stands on a hill immediately above the dockyard, while beneath, occupying a large space of ground, prettily ornamented by cedar groves and smooth grassy glades, is the Naval Cemetery. Here are several melancholy memorials, some to officers and crews of men of war which sailed from Bermuda and were lost at

sea ; and others to young officers of the navy or army, whose lives were cut short ere they began their wordly career.

There are three Admirals buried here, one of them, Sir Charles Paget, left Jamaica, in January 1839, in H. M. Steamer "Tartarus," to proceed to Bermuda for the benefit of his health ; he being ill of yellow fever at the time. But it is related that for five weeks the steamer could not find the islands, having no chronometers on board and being unable to make out the latitude. At last it finally arrived safely at its destination, but the voyage was too much for the admiral and only his mortal remains reached here. There is also a memorial stone to the memory of the officers and crew of H. M. Ships "Acorn" and "Tempest," which acted as mail packets between Halifax and Bermuda and singular to relate, left their respective ports at the same time, and were never heard of afterwards.

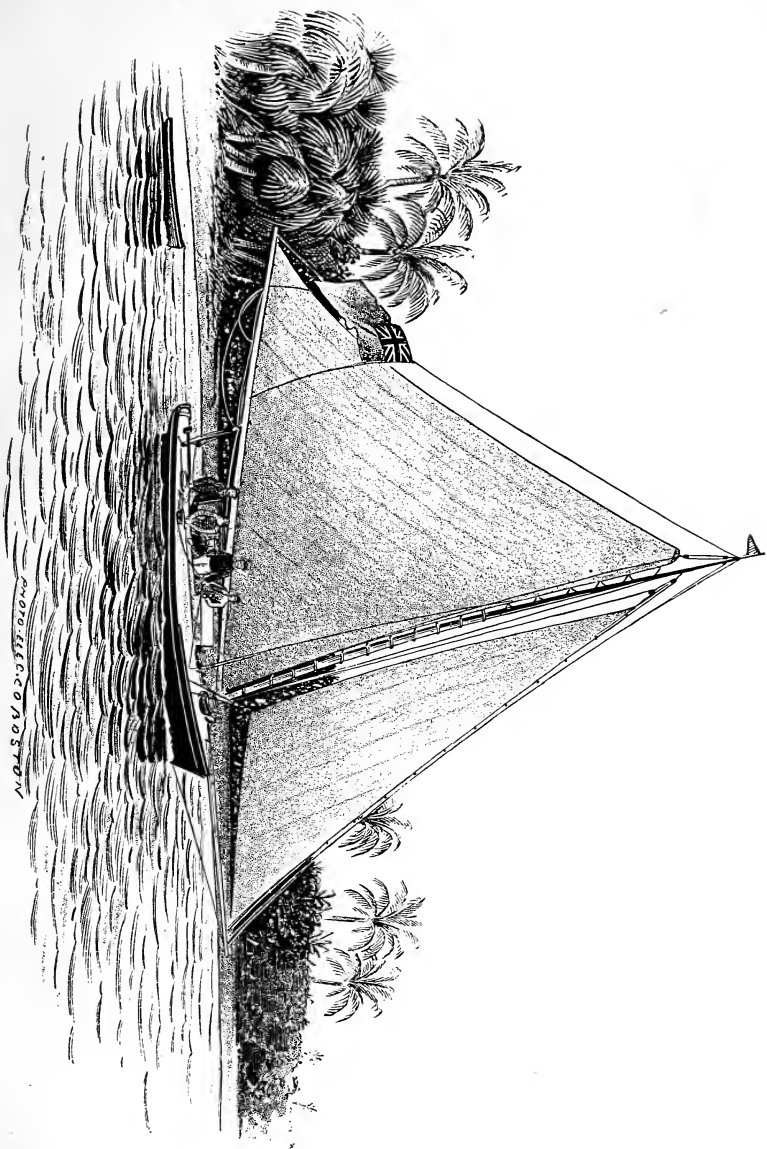
At the extremity of Ireland Island, and looking over the sea, stands a conspicuous building having a veranda running all around it. This was formerly the "Commissioners House," and was built at the expense of the English government about 1828, at an expense of £90,000. It ceased to be used for a number of years and remained untenanted and fell into decay. Now it is used as quarters for the military stationed at Ireland Island.

The anchorage ground opposite Ireland, on the east side, where several men-of-war are generally to be seen, is known as "Grassy Bay."

TO IRELAND ISLAND BY WATER.

In 1880, an English built steam launch was run between Hamilton and Ireland Island, this not proving adequate, in 1882 the Moonedyne, a wooden steam yacht of good model, was purchased in New York, and skilfully brought to Bermuda, after a very rough voyage, and placed on this route. The most ample facilities are afforded visitors in this vessel of seeing the Somerset section of Bermuda, hitherto but little explored by visitors. Passing through "One-Rock Passage," at the "Head of the Lane," you enter "Great Sound," with "Grassy Bay" in the distance, and the anchorage ground off the dockyard, the sweep of the Somerset shore being a graceful curve.

At Oxford, on the right, will be observed a monument erected by the 56th Regiment, when removed there during the yellow fever epidemic, made with rough tools, bayonets and iron hoops. As you approach Ireland Island, the most prominent objects to be seen are the Naval Superintendent's house to the westward, and the Commissioner's house on East Point and "The Camber," a large artificial basin with strongly built piers, in which is the famous floating dock "Bermuda." The steamer makes two trips daily between Hamilton and Ireland Island. The visitor should take the morning trip and return in the afternoon, this will give ample time to see all the attractions there.



PROB. 1866. C. O. BOSTON

BERMUDA YACHT UNDINE.

CHAPTER XI.

THE ISLAND'S IN THE SOUND.

The large sheet of water which is enclosed by the curve of the land running from Paget Parish to Ireland Island, is known as "The Great Sound." It contains several islands, generally of small size, nearly all of which are wooded and are very picturesque. Tucker's Island, which lies close in shore near Somerset Bridge, is well worthy of a visit; and the visitor should not omit to notice a lovely little cavern upon it. Grace, Ricket, Moses and Darrell's Islands, which run in a line with the previous island are of small size, but are excellent places for camping. The latter island was formerly used as a quarantine station, and there is a graveyard there in which are many victims of small pox, the buildings were burnt some years ago and are now in ruins. Port's Island was also used as a quarantine, and possessed a hospital, in the graveyard many victims of yellow fever have found a resting place, and odd enough this island has always been

a popular resort of picnic parties; and the very apartments which the fever-stricken patients have lived and died in are often used for dancing. It is certainly a pretty spot, and the hard pine floors are smooth and large, and are excellent for dancing purposes, but an air of melancholy pervades the whole island.

There are several monuments here which tell their own tale of sorrow and suffering. One of granite bears the following inscription, "In memory of Messieurs Grateau, Surgeon of 'Ville Suzanne' and nine of the French frigate L'Armide, who died of yellow fever in this island in August, 1852, and whose remains are interred near this spot."

Sheep Island, a long narrow strip to seaward of Port's Island, has also headstones to the memory of several soldiers who lie buried there.

Marshall Island and Godet Island, lie east of the latter, and around their shores may be obtained many fine specimens of sponges, zoophytes, and small crustaceans.

Long Island, to the seaward of Port's Island, has also headstones to the memory of several soldiers who are buried there. Fern Island is to the eastward of the latter, and is the property of the Bermuda Yacht Club; it contains a building, and is much resorted to by members of the club, where turtle dinners, dancing and other festivities are indulged in.



CAMP ON DARRELL'S ISLAND.



ROYAL BERMUDA YACHT CLUB.

The house of this Club is situated on Front street, and from its veranda a fine view of the harbor and opposite hills of Paget and Port Royal can be obtained. The Club has about one hundred and twenty-five members and is under the patronage of Admiral H. R. H. the Duke of Edinburgh. There are fourteen yachts owned by the members of the club. It is a social as well as a yachting organization. The Club House contains an excellent reading room, restaurant, sleeping accommodations, billiard room, etc. Its members are composed of Bermudians of the highest social standing, also many naval and military officers. Strangers can become honorary members of the club, and be entitled to all the privileges of same for a limited period of time, on being introduced by a member.

To many visitors and the majority of the residents, yachting amongst the islands and in the sound will always remain one of the principal attractions in Bermuda.

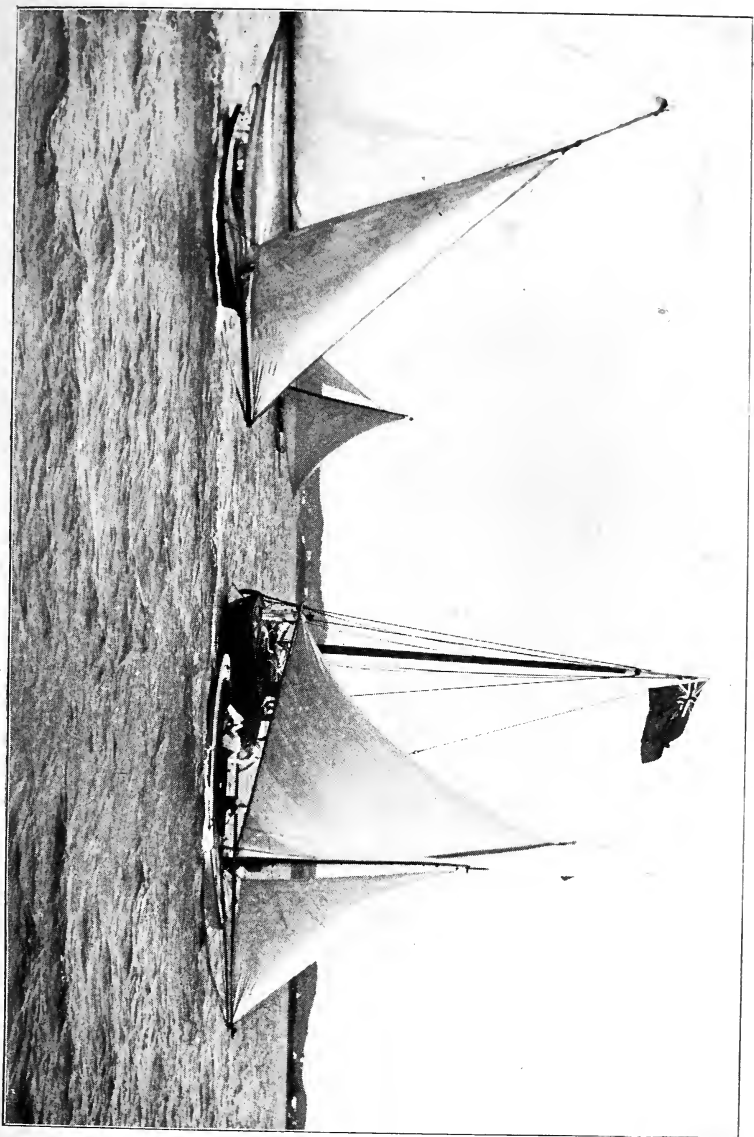
The Bermudian yacht is peculiar to the island in shape and rig. They are carvel built, of the native red cedar, which is peculiarly suitable for the purpose, being buoyant and wonderfully durable. They are deeper and narrower in proportion to their length than the boats found in other waters. The cedar wood, when polished and varnished, has a handsome and effective appearance, and the yachts are consequently not often painted outside.

In size the yachts vary from three to twelve tons. They are sloop rigged, without any gaff, the main-sail being "leg-of-mutton" in shape, the other sails consist of a jib, (in bad weather a storm jib is used) a flying jib, a spinnaker, a topsail and occasionally a water sail underneath the boom, these four latter are used only in light weather. The peculiar rig of the yachts enables them to turn almost in their own length and to sail "close-hauled" or near to the wind, to a degree unknown elsewhere. The intricacy of the channels among the reefs and between the numerous small islands renders this quality absolute indispensable.

A programme for cruising is arranged periodically, their races are very interesting, and the whole island partakes in the excitement, and every movement of the competitors is watched with critical eye by the interested spectator. Prizes are given and eagerly competed for, and on such occasions it is quite a gala-day on the water.

There is an amateur "Dingey Club" which has done much to develop the taste for yachting among the youth of the place. These little boats called "dingeys" are rigged in the same way as the yachts, and of course great skill is needed in handling them, for they carry an astonishing large amount of canvas and spars, when engaged in the regattas.

It is scarcely possible to conceive a more beautiful sight than a boat race in Bermuda. The trim yachts dashing with headlong speed through the



YACHT RACE — ROUNDING THE STAKE BOAT.



clear, sparkling water, with their varnished sides and snowy canvas glistening in the bright sunshine, make a picture of inexpressible grace and beauty.

Yachts can be hired for \$5.00 per day, that will accommodate from eight to ten persons comfortably, this price includes the services of a good boatman to take care of the yacht. Good fishing can be had almost everywhere, and there are many delightful spots on the numerous islands where camping can be enjoyed to the greatest perfection. It is well worth visiting Bermuda, if only to enjoy the exhilarating delights of sailing, rowing, camping, fishing and out-door life generally.

CHAPTER XII.

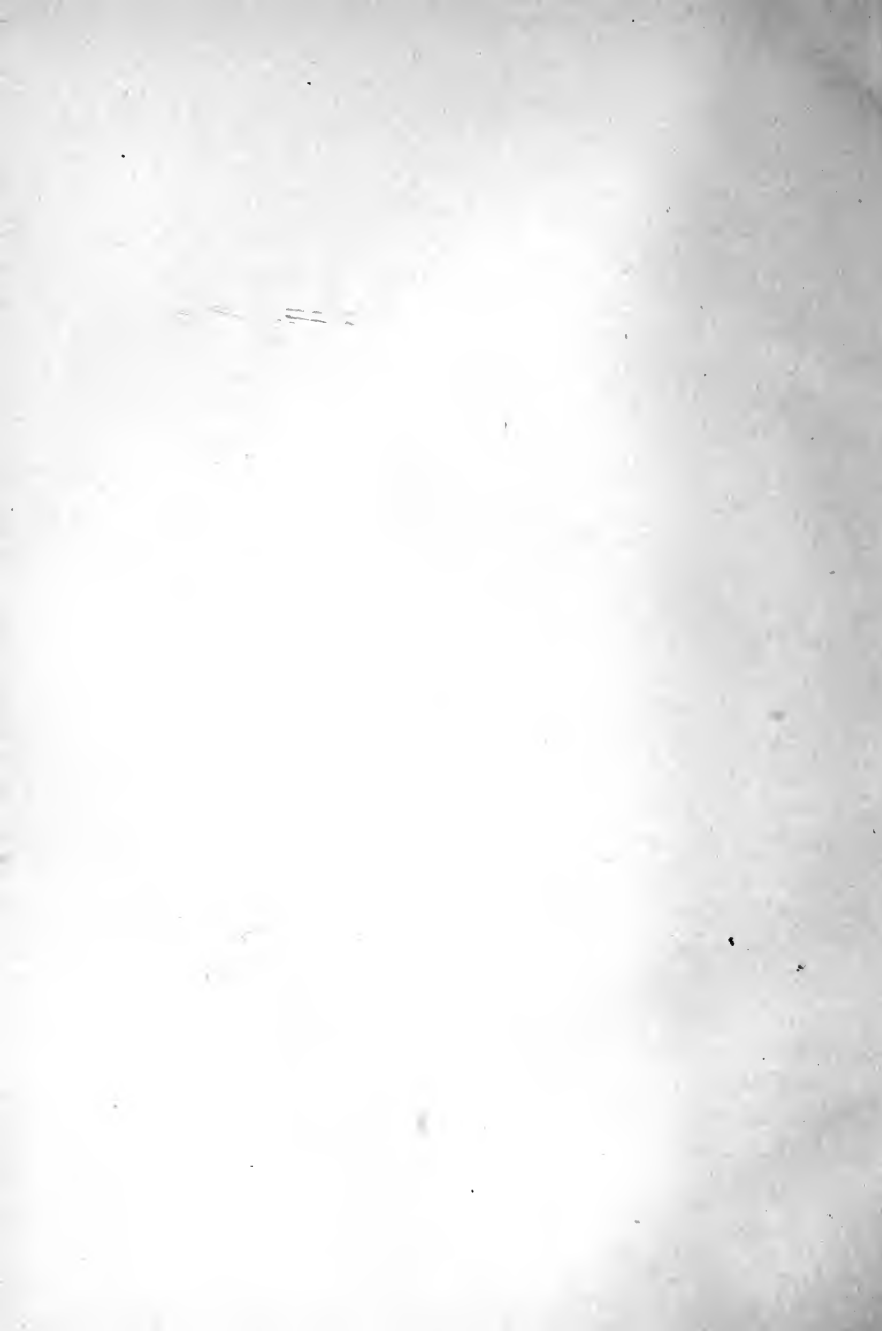
BICYCLING IN BERMUDA.

The first object that confronts the bicyclist after landing is the custom house, for although Bermuda has the lowest duties of any of the British American Colonies, the average being only five per cent., yet in the matter of bicycles it is the highest, the duty being 10 shillings on each bicycle, regardless of the fact that you intend taking it back with you in a few weeks, but the law of the island is imperative and no money is refunded.

It is a good plan on landing to first procure the "Tourist Map of Bermuda," price two shillings. It is strongly bound in cloth covers, of convenient size to carry in the pocket, giving the principal roads and principal points of interest. It is the only road map published showing the parishes in colors. It is also advisable to furnish your wheel with a brake, for without it the best rider will find himself in imminent danger of breaking his neck in descending some of the fascinating hills. The



BERMUDA ROAD SCENE.



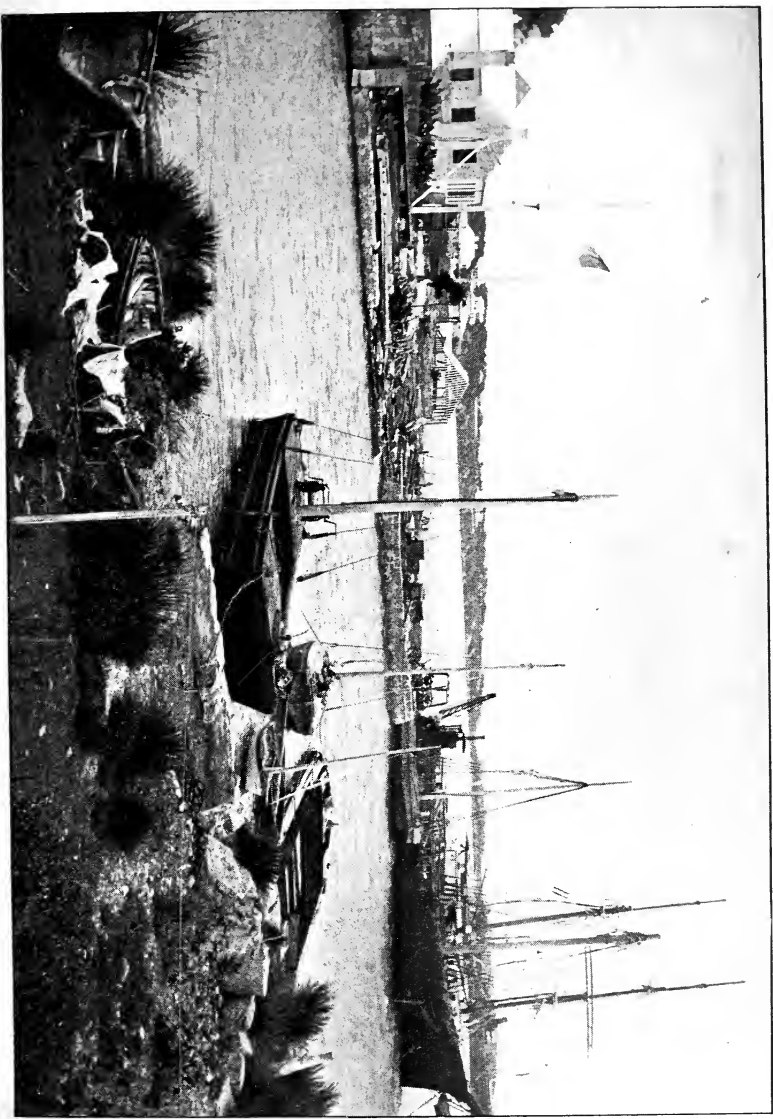
best roads in Bermuda are made by the government and are composed entirely of the natural rock, which is simply cut through, planed to a level and then left to the action of the elements which rapidly cement the particles together and makes the surface hard and compact. Repairs are seldom needed, and the heavy rainfalls, instead of washing away the surfaces, are immediately absorbed by the porous rock, leaving the roads clean and dry fifteen minutes after a shower. From a sanitary point of view, this porosity of the coral rock becomes an important feature, precluding as it does the formation of fresh water swamps of any great extent, and the accumulation of impurities of an offensive and deleterious nature. To a wheelman the roads of Bermuda are a never-failing delight. The hills are moderate, in many places being avoided by long cuts through the solid coral rock; there are but few on the island that the wheelman cannot climb with ease, and in many cases long level stretches extend for miles, the road winding in and out between oleander hedges and lily fields or along rocky shores. The cyclist as well as driver in a carriage must bear in mind that the rules of the road are the same in Bermuda as in England, and are different to those in the United States. In Bermuda the rule in meeting a vehicle or passenger is to keep to your left; *on being overtaken* while cycling, driving or walking do not deviate from your course, if you are well

over to the margin of the road to your left. On *overtaking* another vehicle or traveler, keep to the right until passed and then go over to the left again. Much confusion and accidents are caused by American cyclists through ignorance of this rule of the road. Cyclists must not overtake foot-passengers without ringing their bell when at a reasonable distance.

Every vehicle *must* carry a light after sundown; if this rule is not observed the rider will lay himself liable to a fine. It will be well not to scorch around corners or curves, or coast any hill until you have pedalled down it. Always ring your bell before turning corners or curves.

There are no fogs, cold winds and sudden changes of temperature in Bermuda. All this together with the fact that the climate is salubrious, but not like most southern climates, enervating, makes Bermuda particularly beneficial to one suffering from complaints prevalent in the Northern States in the winter time, and especially attractive to the bicyclist.

Bermuda is the wheelman's paradise. On stepping ashore from the steamer the air is so soft and fragrant and, think of it, over one hundred miles of hard, smooth roads that are not probaby surpassed the world over, and through the most beautiful and picturesque scenery that a nature-loving enthusiast could long for. Seldom does the bicyclist find a more varied and attractive locality than the island of



SHORE VIEW.

Bermuda. There are wooded dells as secluded as if far remote from sea, where the mangrove grows and the aroma of the sage perfumes the air. There are dark avenues of cedars whose dense foliage shut out the sun. Here, on a rising knoll, an aristocratic cottage peers out from palmetto groves and clustering banana and pawpaw. Hedges of oleander in luxuriant bloom grow high above the limestone walls that gird the road and through the vista is caught a view of the blue ocean beyond; then an abrupt turn in the road reveals an unobstructed view of a broad expanse of ocean, with snowy sails pencilled on the far horizon, and sparkling lines of foam that break over the coral reefs nearer shore. Here are rocks chafed into every imaginable fantastic shape by the angry waves which in storms dash far over the roadway. At intervals pieces of wreckage are strewn—relics of fated ships lured to destruction by the siren voices of sweet Bermuda, so beautiful when the sea is calm. Romantic little bays are passed with houses perched upon the very shore, ornamental gardens shut in by sea walls, boat houses, bathing houses and jaunty yachts at anchor.

Another turn of the road inland brings a wonderful sight into view, something that can be seen in but few places in the world and once seen never forgotten. A field of thirty or forty acres of beautiful Easter lilies all in bloom stretch away to the distant wooded hillside whose dark background sets

forth in sharp relief the thousands of tall white graceful flowers that bend their pretty heads and sway gently to and fro in the soft fragrant breeze. And just beyond is a field of banana plants more curious than beautiful with great bunches of green fruit nearly hidden by the large coarse leaves.

Such is one of the many delightful bicycle trips that can be taken in Bermuda, nowhere else can there be found, such a variety of scenery and such good roads within such a small place.

It is not necessary for cyclists to bring their wheels with them if they are going to make only a short stay, for machines of nearly every make can be hired in Hamilton, at very reasonable rates, two shillings per day, and less by the week. In such cases it is much cheaper to hire a machine than to own one, when the ten shillings duty, and the trouble and cost of transportation is taken into consideration.

CHAPTER XIII.

MASONIC LODGES.

Freemasonry flourishes in Bermuda to a remarkable extent; very few places in England or the United States can show such a number of lodges in proportion to the population as can be found here, this is probably due to the fact that it is a military and naval station. Masons visiting Bermuda should not fail to attend lodge while there, every attention will be shown visiting brethren, and they will be treated in the most hospitable manner. The work is somewhat different from what it is in the States and will therefore prove all the more interesting to the American visitor. Local records of Freemasonry show that the first Masonic Lodge established in Bermuda was Union Lodge No. 266, and was held in Crow Lane, Paget. Its warrant was dated 17th September, 1761. Lodge St. George, No. 200, meeting at St. George's, is the next oldest, its charter is dated 7th August, 1797, and has continued its meetings for a century.

The charter of Atlantic Phoenix Lodge is dated just two days later than that of Lodge St. George,

being 9th August, 1797, though it is believed that the former lodge held the *first* meeting, and the right of precedence is often laughingly contested at Masonic banquets. The first meeting was held in St. George's, in 1797. In 1801, it was removed to Flatts Village and remained there until the 25th of June, 1810, when it was removed to the "Coffee House," Hamilton. The present Masonic Hall was built in 1848.

Prince Alfred Lodge was originally named "Somerset Lodge," and so called by many to this day. The charter is dated 28th September, 1801. Its name was changed to Prince Albert on the 8th of July, 1862. It originally met at "Young's House, Sandy's Point," 1801, and at Sussex Hall, Somerset, in 1813, and in 1845 in the Masonic Hall, Mangrove Bay.

Loyalty Lodge was organized in 1817. On the 4th of May in that year Brother R. Gillett and seven other Masons met to form a lodge. The first meeting was held under a dispensation from the provincial Grand Lodge of Bermuda, May 6th. On the 23rd of September, a petition for a charter was forwarded to the Grand Lodge of England. The charter was received from the Grand Lodge on 2nd of July, 1820, and Loyalty 712 was consecrated at Lodge Point, Ireland Island. In 1857, a petition was submitted to the Admiralty praying for a site for a new Masonic Hall. A site was granted on the north side of Ireland Island, January 13, where the present fine Masonic Hall now stands.

Another interesting fact is the record of the Bermuda Lodge, whose warrant is dated 2nd of October, 1792. Its first meeting was held on 2nd of January, 1793, at Somerset Bridge. The lodge was not recognized by the other lodges in Bermuda, as they were working under a charter from the body known as Modern Masons. The lodge finally went out of existence in 1813.

LODGES AND DATE OF MEETING.

ATLANTIC PHŒNIX LODGE, No. 224, under the Grand Registry of England meets in the Masonic Hall, Hamilton, on the Tuesday preceding the full moon from October to June inclusive, except in December, then on the third Tuesday. This is the oldest lodge in Bermuda, consecrated A. D., 1797.

PRINCE ALFRED LODGE, No. 233. Held under warrant of Grand Lodge of England. Meets in the Masonic Hall, Somerset, on the Wednesday preceding the full moon, except during the months of July, August and September at 7.30 P.M.

LOYALTY LODGE, No. 358. Held under warrant of Grand Lodge of England. This lodge was constituted in 1817 and is one of the finest in Bermuda. Visiting brethren in Bermuda should not miss an opportunity of attending a meeting of this lodge. The meetings are held in the Masonic Hall, Ireland Island, on the Thursday following the full moon from October to June.

BROAD ARROW LODGE, No. 1890. Under warrant of constitution of England. Meets in the

Masonic Hall, Water street, St. George's, on the first Thursday in every month throughout the year. This lodge was founded in the year 1880. It consists chiefly of military members. Visitors are cordially invited to attend at all times.

TRIDENT LODGE, No. 2465. Held under warrant of Grand Lodge of England, meets in Masonic Hall, Somerset. This lodge was constituted on the 22nd of May, 1893, and consists almost exclusively of naval brethren, its meetings are therefore to a certain extent governed by the movements of Her Majesty's North American and West Indian fleet.

UNITY LODGE, No. 209. Held under warrant of constitution from Grand Lodge of Ireland, organized in 1880, meets in the Masonic Hall, Water street, St. George's, on the last Thursday in every month. It consists chiefly of military members.

HANNIBAL LODGE, No. 224. Held under warrant from Grand Lodge of Ireland. Constituted in 1866, meets occasionally, in Queen street, St. George's.

LODGE ST. GEORGE, No. 200. Held under warrant from Grand Lodge of Scotland, constituted in 1797, meets at St. George's on the first Tuesday after every full moon except when full moon falls on Tuesday, then it meets on that day. The volume of the Sacred Law in use in this lodge is over 200 years old. The widow of the late Provincial Grand Master W. C. Hyland, Mayor of St. George's, presented this lodge with an antique Ma-

sonic pitcher which is quite unique. This jug was found among Brother Hyland's masonic antiquities and was labelled "Masonic Pitcher, obtained in Sicily during the Peninsular War." The jug is most interesting as the diagrams on each side prove it to be a "Finch" jug, designed in accordance with the spurious Freemasonry of the notorious Finch. We are not aware of the existence of another specimen.

CIVIL AND MILITARY LODGE, No. 726. Constituted under the Grand Lodge of Scotland in the year 1886, meets in City Hall, Hamilton, on the first Monday in every month at 7.30 P.M. By special authority, the Mark Master degree under Scottish rite, is conferred in this lodge.

MARK MASTERS LODGE, "LOYALTY," No. 295. Held under the Grand Registry of England, Wales, etc. This lodge meets in the Masonic Hall, Ireland Island, on the first Tuesday in the months of January, March, May and November. Until January, 1882, there was no English Mark Master Mason's Lodge in Bermuda; since then nearly 300 M. M.'s have been advanced to that degree under the English constitution in these Islands.

MARK MASTERS LODGE, "ROYAL GEORGE," No. 456. Held under warrant of constitution from the Grand Lodge, of England, Wales, etc., meets in Masonic Hall, Water Street, St. George's, on the third Thursday in every month except July, August and September. This Mark Lodge was consti-

tuted on the 16th of February, 1893, and has since taken the place of Hannibal Mark Lodge, all of the members of the latter having affiliated with Royal George. The warrant of this lodge bears the autograph of His Royal Highness, the Prince of Wales.

ROYAL ARK MARINERS, "ROYAL EDWARD ALBERT LODGE," No. 456. Held under warrant of constitution from the Grand Mark Masters Lodge of England, Wales, etc. Meets in Masonic Hall, Water St., St. George's, on the third Thursday in every month except July, August and September, at 8.30 P.M. This Lodge is moored to Royal George Mark Lodge, and was consecrated on the 15th November, 1894, and has the honor of being the pioneer of Royal Ark Masonry in these islands.

HOLY ROYAL ARCH CHAPTER, "ROYAL VICTORIA," No. 358. Held under warrant from the Grand Royal Arch Chapter of England, signed by the Earl of Zetland, and dated February 2nd, 1853. This Chapter is open quarterly, namely, on the evenings of Tuesday immediately preceding the full moon in the months of March, June, September and December, in Masonic Hall, Ireland Island.

HOLY ROYAL ARCH CHAPTER, "ROYAL EDWARD," No. 1890. Held under warrant of constitution from Grand Royal Arch Chapter of England, which bears the autograph of H. R. H. the Prince of Wales. This Chapter meets in Masonic Hall,

Water street, St. George's on the third Wednesday in the months of January, March, June and December at 7.30 P.M.

HOLY ROYAL ARCH CHAPTER, "ATLANTIC," No. 195. Under warrant of Supreme Grand Chapter of Scotland. Meets in Masonic Hall, Hamilton, on the Tuesday following the full moon in the months of March, June and December and on the 23rd of September in every year. The most excellent and marked degrees are conferred in this Chapter under the Scottish charter.

HOLY ROYAL ARCH CHAPTER, "HANNIBAL," No. 224. Held under warrant of constitution from the Grand Chapter of Ireland, constituted in 1880. This chapter meets on the third Thursday in December in Masonic Hall, Water street, St. George's, for the election and installation of officers, and at such other times as the principals deem expedient. This Chapter does very little work, having been almost superseded by Royal Edward Chapter under the English constitution.

ROSE CROIX CHAPTER, "BERMUDA CHAPTER OF H. R. D. M." Regular meetings on the 8th and 22d of August in every year, and at such other times as the M. W. S. may deem expedient. The meetings are held in Masonic Hall, Hamilton.

KNIGHTS TEMPLAR, "BERMUDA PRECEPTORY," No. 38. Held under the Great Priory of England and Wales, meets in Masonic Hall, Hamilton, the first Friday of the months March, June, November and December, at such hours as the M. E. P. shall appoint.

CHAPTER XIII.

THE PRESS IN BERMUDA.

The following is a brief description of the newspapers published in Bermuda, during the past hundred years.

The first newspaper published here was issued in 1784, and was styled the "Bermuda Gazette," J. Stockdale printer, St. George's. On the first page was a copy of "The Definite Treaty between Great Britain and the United States of America."

The paper met with fair success until the death of Stockdale in 1808, when it passed into the hands of his daughters, and was continued by them. In 1816, with the 1,616 number the publication of the Bermuda Gazette at St. George's ceased. The publication was transferred to Hamilton, under the name of "The Bermuda Gazette and Hamilton and St. George's Weekly Advertiser," Free and Loyal, Charles Rollin Beach publisher, (who married Sarah Stockdale.)

Beach's relations with the governor were far from being cordial, and probably on this account he sold

his plant in 1824 and emigrated to Connecticut; he died in Buffalo, N. Y. The merchants purchased Beach's stock and continued the publication a few months when it stopped.

Mr. Edmund Ward published "The Bermuda Royal Gazette from 1809 to 1816. He was induced to come from Halifax and publish this paper in consequence of a difficulty between Governor Hodgson and the people of Bermuda, which produced libellous attacks upon his government, these libels appearing in the only paper published in the island. The governor sent to Halifax for a person he wished to appoint "King's Printer," and Mr. Ward had the honor of publishing the first "Royal Gazette." During the administration of Sir James Cockburn, he published an article relating to the capture of the American frigate "President," Commodore Decatur, by the "Endymion," Captain Hope, in which it was stated that the "President" narrowly escaped recapture by sixty-eight men that were concealed in the sail room. This statement the governor ordered Mr. Ward to retract, and he, declining to do so, was deprived of his commission as "Kings Printer," and he soon after returned to Halifax and published a paper there.

"The Royal Gazette" was first issued in 1828, under the name of David Ross Lee, his son, Mr. Donald McPhee Lee, on his return from Halifax, assumed the management on the issue of the third number, and continued it until the time of his death in 1883, a practical journalistic experience of over

fifty-five years. The publication of the paper was continued by his son, Mr. Gregory Vose Lee. This is the government paper of Bermuda.

"The Bermuda Colonist" is published in St. George's every Wednesday morning. The "Colonist" was established in 1866 by Mr. Charles Brady, and is now published by Mr. S. Seward Toddings. When it was first established it was published bi-weekly, but soon after it came into the possession of Mr. Toddings it was enlarged and converted into a weekly newspaper. One of the principal features of the paper is the publication of full reports of the Debates of the House of Assembly during the Session of the Legislature.

"The Bermudian" was first published in 1833 by Mr. Jenkins who sold out and went to China as a missionary. The paper then passed into the hands of Mr. Washington, who continued its publication until his death in 1860. The business was then carried on by his widow until 1878, when it ceased to exist.

"The Bermuda" newspaper was established by Mr. William Martin in 1845, and in the following year Mr. Robert Ward became the publisher of it, and it was issued by him until 1857. In 1848 he published an article containing some severe strictures on the House of Assembly, which led that body to institute a suit for libel against him, and which resulted adverse to Mr. Ward, who was sentenced to a fine of £50 and costs with imprisonment for

some twenty days. Popular feeling was with the editor.

"The Mirror," a bi-weekly, was conducted by Mr. George A. Lee, for a limited period and was a creditable production.

"The Times and Advocate" was established by Messrs. Parker & Co., in 1871. "The Home and People's Journal" was started in 1882 by Mr. John J. Parker. The two papers became consolidated under the name of the "Bermuda Times, or People's Journal," in 1883.

The "New Era," A. L. Spedon, editor and proprietor, was first issued in 1881. It is based on strictly liberal and independent principles, and is issued every Wednesday noon at Hamilton.

THE END.



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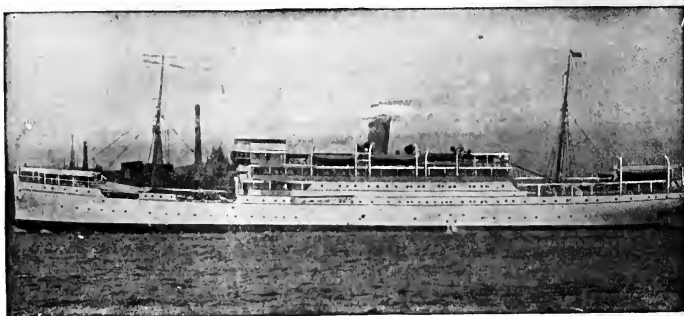
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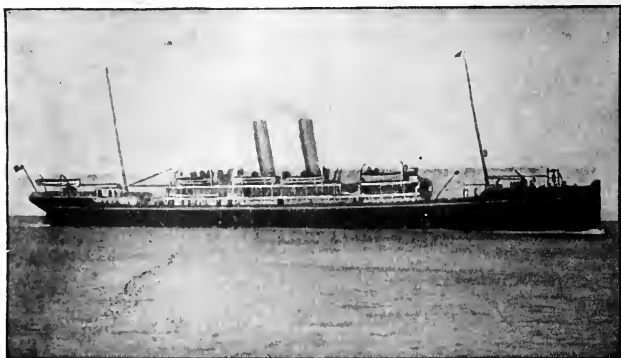
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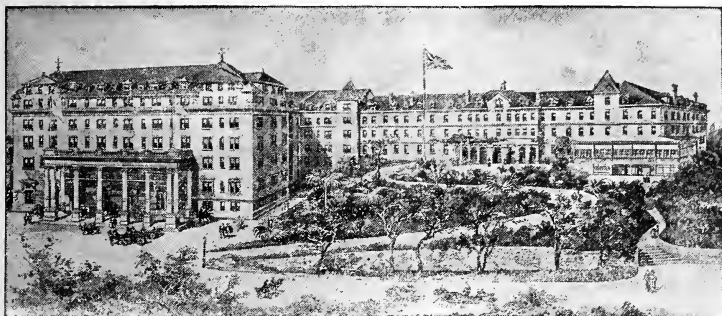
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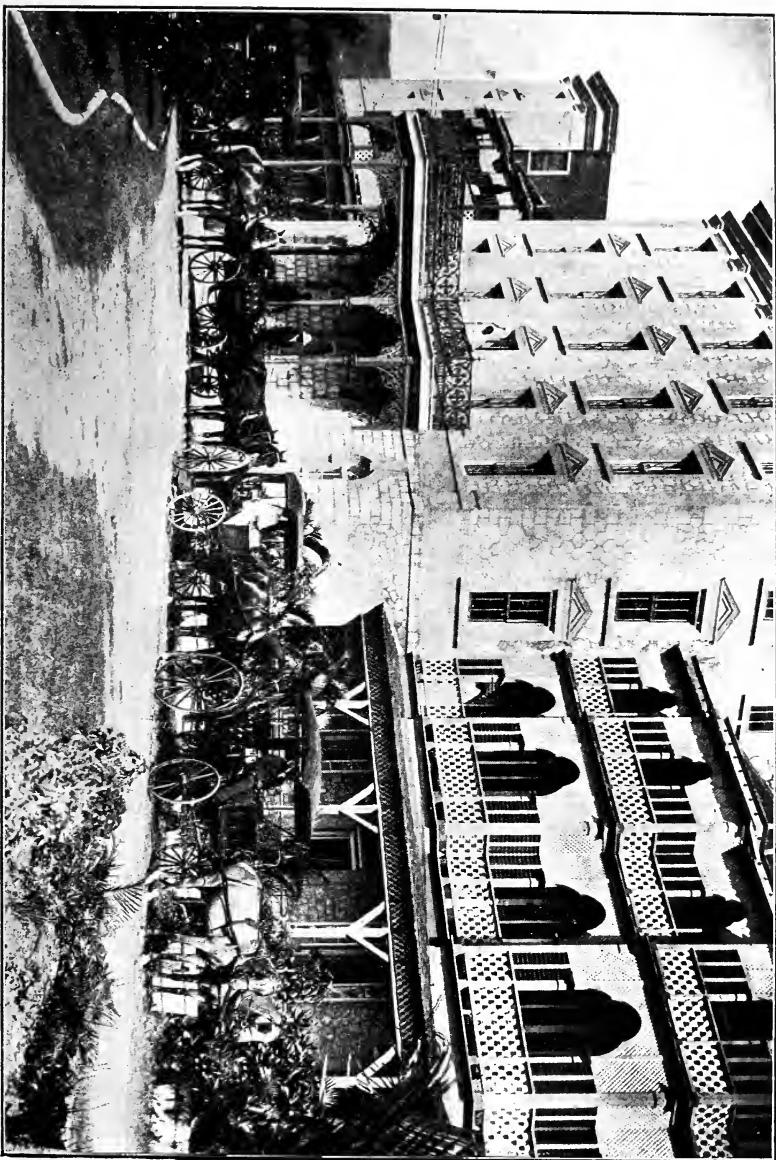
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In connection with this work we have given on the following pages the addresses of the principal business houses in Bermuda, which will prove of value to persons visiting the islands. It includes the cards of the leading hotels and steamship companies, photographers, and dealers in curios and bric-a-brac.



TABLE OF ENGLISH MONEY,

With Relative Values in Dollars and Cents.

£	s	d.	Dol.	Cts.	£	s	d.	Dol.	Cts.	£	s	d.	Dol.	Cts.
0	0	1	0	2	0	6	0	1	44	4	0	0	19	20
0	0	2	0	4	0	7	0	1	68	5	0	0	24	00
0	0	3	0	6	0	8	0	1	92	6	0	0	28	80
0	0	4	0	8	0	9	0	2	16	7	0	0	33	60
0	0	5	0	10	0	10	0	2	40	8	0	0	38	40
0	0	6	0	12	0	11	0	2	64	9	0	0	43	20
0	0	7	0	14	0	12	0	2	88	10	0	0	48	00
0	0	8	0	16	0	13	0	3	12	11	0	0	52	80
0	0	9	0	18	0	14	0	3	36	12	0	0	57	60
0	0	10	0	20	0	15	0	3	60	13	0	0	62	40
0	0	11	0	22	0	16	0	3	84	14	0	0	67	20
0	0	12	0	24	0	17	0	4	08	15	0	0	72	00
0	1	0	0	24	0	18	0	4	32	16	0	0	76	80
0	2	0	0	48	0	19	0	4	56	17	0	0	81	60
0	3	0	0	72	1	0	0	4	80	18	0	0	86	40
0	4	0	0	96	2	0	0	9	60	19	0	0	91	20
0	5	0	1	20	3	0	0	14	40	20	0	0	96	00

English money is the currency of the Bermuda Islands, although American gold and bank bills are received at their full face value at the hotels and principal stores, and frequently a premium is paid on same. Drafts and bills of exchange can be procured at the Bank of Bermuda (see advertisement).

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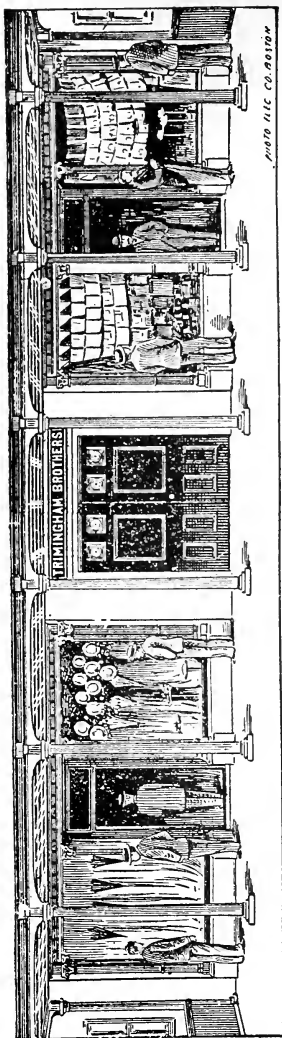
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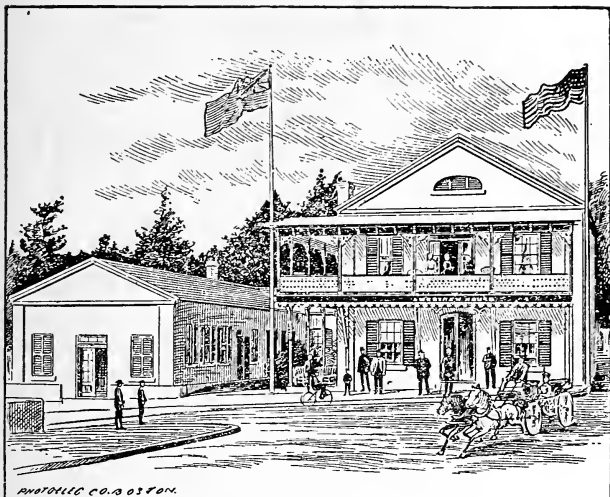
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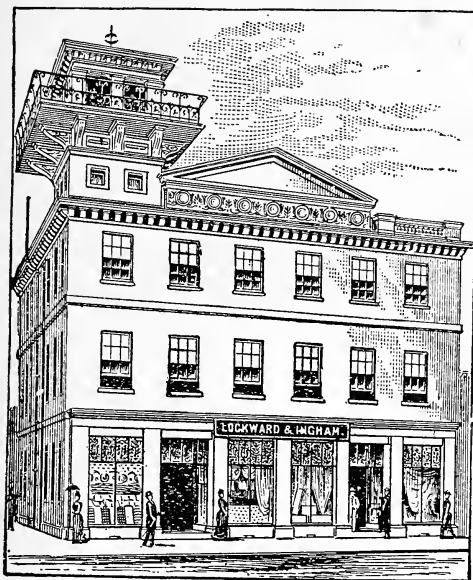
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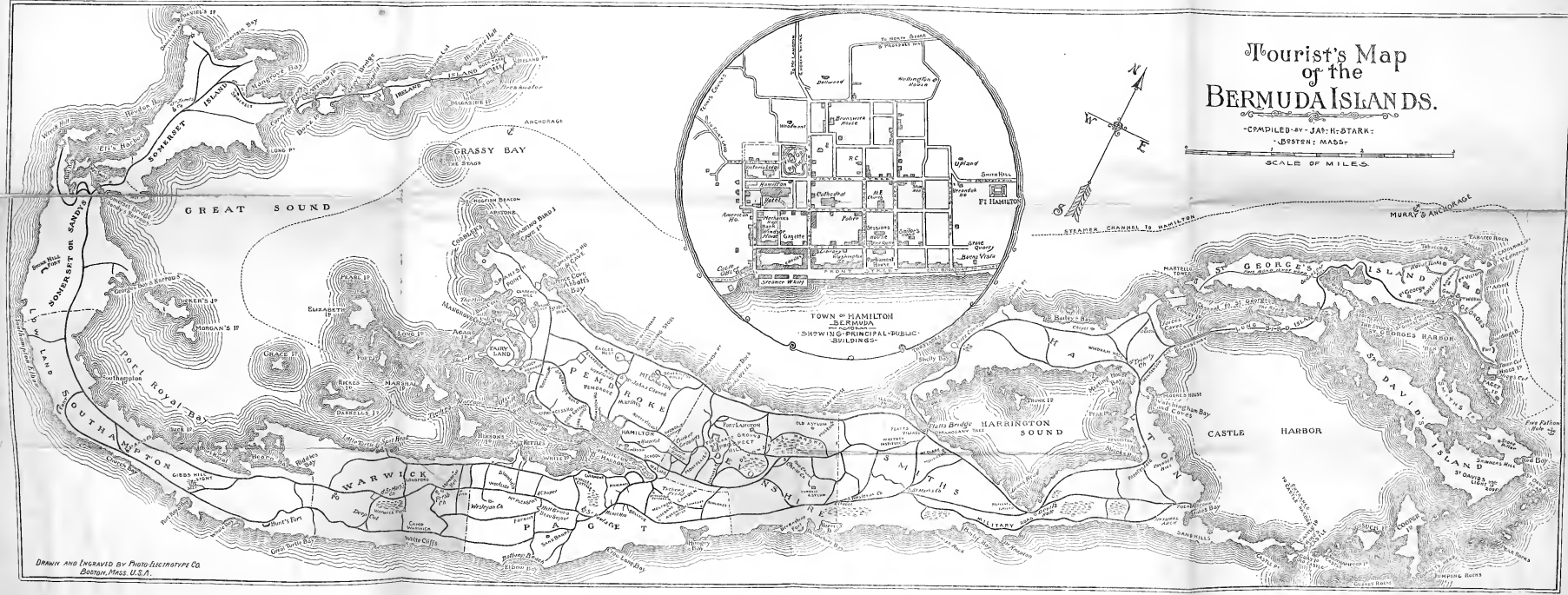
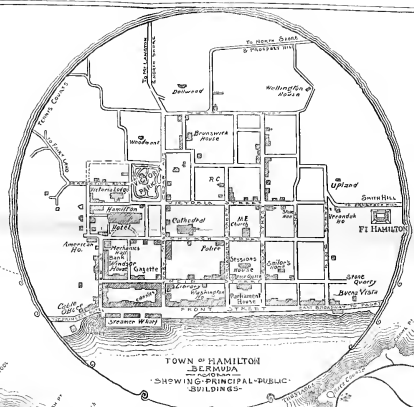
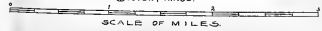






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